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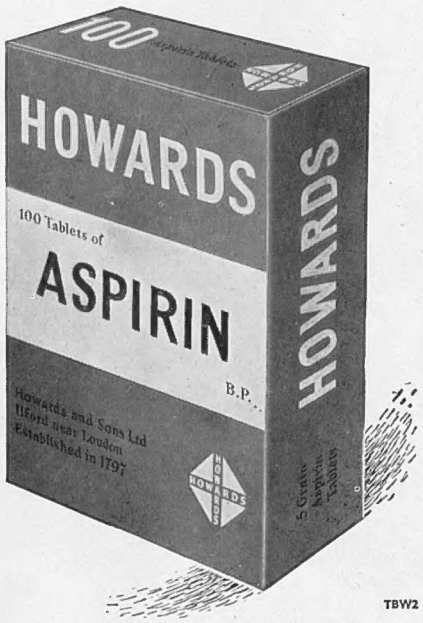

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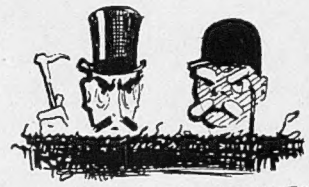

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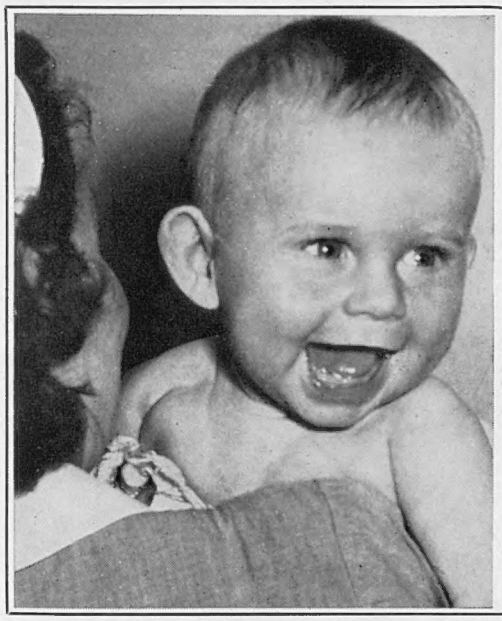

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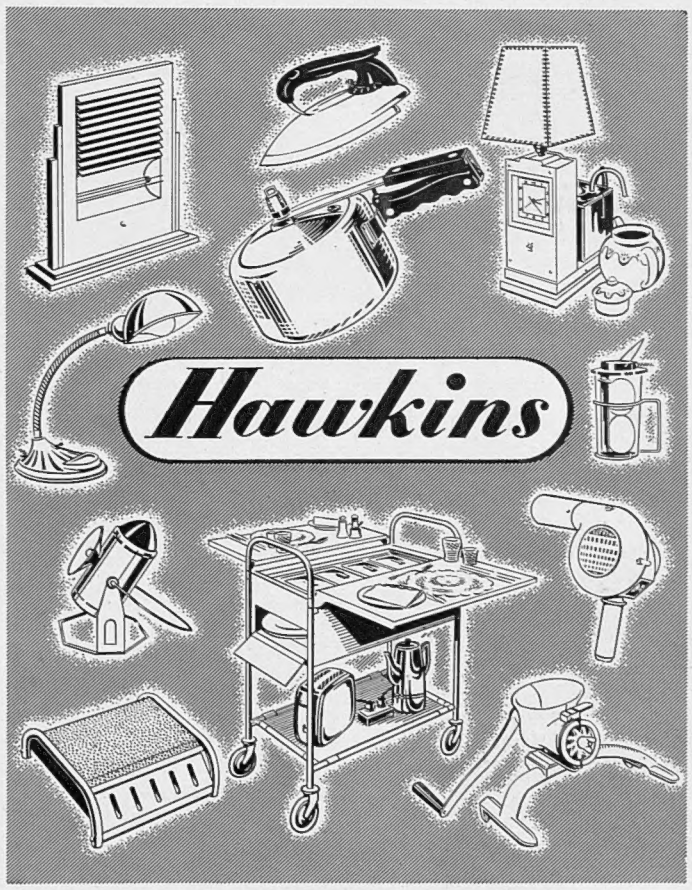

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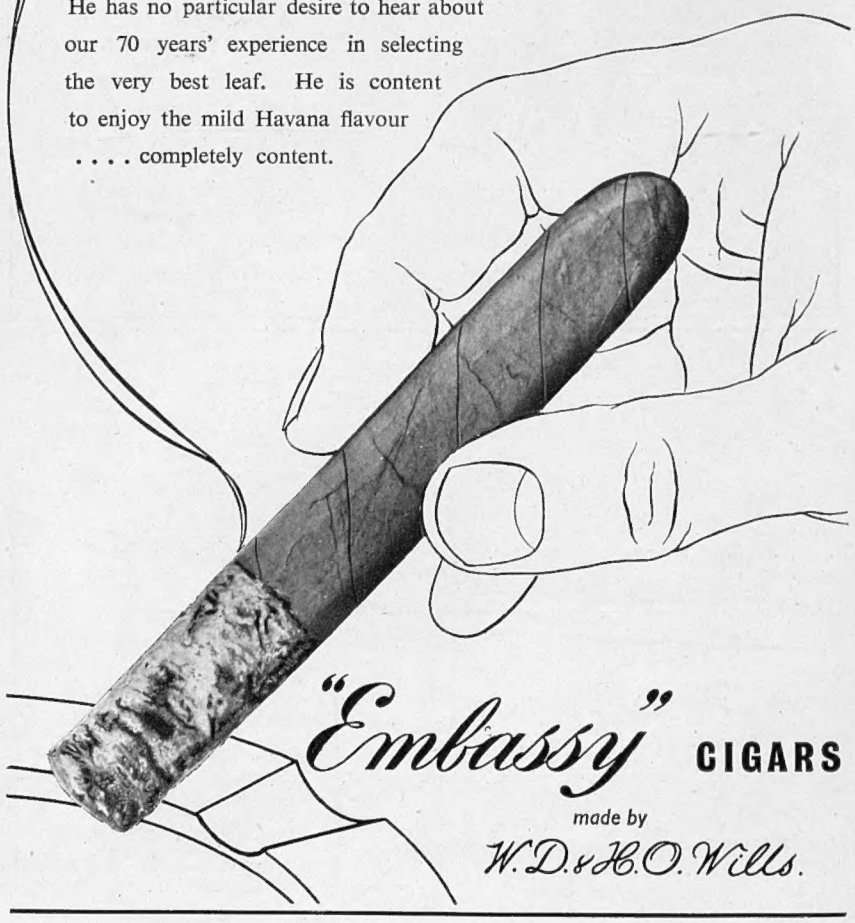

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Volume CCVII No. 2702 The SPHERE, London, November 24, 1951

The SPHERE
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THE EMPIRE'S ILLUSTRATED WEEKLY

ACKNOWLEDGING LONDON'S WELCOME HOME—PRINCESS ELIZABETH, WEARING A MAPLE-LEAF BROOCH IN HER LAPEL, AND PRINCE PHILIP RESPONDING TO THE CHEERS AS THEY DROVE THROUGH THE CITY EN ROUTE TO THE GUILDHALL : Despite the threatening weather, and determined not to disappoint the thousands of Londoners who waited in the streets, they drove in an open landau and were accompanied by a Captain's Escort of Household Cavalry. At Guildhall Princess Elizabeth and Prince Philip received an address of welcome on their return home from Canada delivered by the Recorder on behalf of the City Corporation.

Although it was still raining when they left Buckingham Palace, Princess Elizabeth and Prince Philip made the last-minute decision to make the journey in an open landau instead of a closed car, thus giving the crowds a chance of seeing them. Fortunately the rain cleared, and as the landau passed down the Strand and Fleet Street to the heart of the City a great concourse of people cheered the Royal travellers. After attending a Court of Common Council of the City of London at Guildhall and hearing the Recorder's address of welcome, Princess Elizabeth and Prince Philip took luncheon in the Great Hall with the Lord Mayor, Sir Leslie Boyce, members of the Corporation, representatives of the Cabinet, the Law, the Services, and Government departments. The Prime Minister proposed the health of the Princess and the Duke, and Princess Elizabeth in reply commented upon aspects of the Canadian tour. Last Monday evening Princess Elizabeth and Prince Philip were at Grosvenor House, where they attended a reception sponsored by the Canadian Club. (See also pages 299—303 and 313—316.)

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A LONDON NEWSLETTER

INGRAM HOUSE, 195-198, STRAND, W.C.2

President and Premier.—

It is good news that Messrs. Truman and Churchill may meet in America and in January. Washington is no doubt the proper venue. Mr. Churchill has repeatedly acknowledged the supremacy of America in Western and world leadership. Mr. Stalin does not. Mr. Truman has said he will meet Stalin nowhere else. We may hope that, as a result of the Churchill-Truman meeting, Stalin will at least be offered and concede a meeting with Mr. Churchill half-way between Moscow and London. I think most of us still believe in these personal contacts as a last effort to halt world progress to the crater-edge. Character tells, and influences, in personal contacts. Roosevelt and Churchill came to love each other as brothers and to think (as far as might be) as one. In those days, Mr. Truman was not a world figure, nor was Mr. Attlee. But they were the seconds-in-command of these great twin brethren, and the mantles of the great fell on them and they both wore them with ever-increasing reputations. So Truman and Churchill may accomplish something useful by personal contacts, smooth away some present misunderstandings and make easier the necessary exchanges during the coming fateful year. They may even find a formula to induce Stalin to meet them for personal contacts once more—at least half-way, perhaps in Paris.

Decency Breaks Out.—

Mr. Eden is polished. He is the prototype of a civilisation which is in decline or vanishing. He is "decency itself." Before the General Assembly he made quite admirably two points which for long have been in the minds of ordinary men—the appalling effects of bad manners and the exchange of insults on international relations and the not less appalling effects on the reputation of the U.N. of their everlasting shelving of decisions or "talking round" action. International bad manners have set a terrible example to small nations and to individuals all the world over. The electric result of good temper, good-humour and restraint—of "gentlemanlike" manners—have been forgotten in the stress of wars. In family life, political life and diplomatic life the standards have fallen and to that may be traced a big share of our present troubles and discontents. In terms of money, good manners cost nothing and achieve uncountable savings. There is no other oil to turn the wheels of human relations. Mr. Eden must have brought the blush of shame to the cheeks of a hundred delegates and new hope to the silent millions who still try to practise outworn decencies. What *do* we of all nations expect of our leaders in our present plight? If we are indeed fighting for civilisation, we expect that at least they should practise its basic virtues and conventions. If they are fighting for peace on earth, that at least they should examine its concrete problems in concrete terms, rather than reject all and any proposals which differ from their own. How much longer must we tolerate a Peace Assembly which specialises in invective and a Peace Factory which is afraid to produce a single finished article?

It All Takes Time.—

Those optimists—I heard a few expressing their hopes—who believed that when the polling-booths closed Mr. Churchill would emerge and wave a magic wand, dissipating the clammy fog of our discontents at home and abroad, were, I am sure, few and to-day are fewer. It takes time to settle satisfactorily a *damnosa hereditas*, a legacy of shortages and crises. But what a chance for crowing, what a party handle, was offered by the first reports to Parliament of the new Ministers! "The food prospects for this country are dismal indeed. The meat supplies are at a most dangerously low level," said Lord Woolton. "The domestic coal prospects have probably never been worse," said Mr. Lloyd. "300,000 houses a year; not this year, nor next year, but sometime, we hope," said Mr. Macmillan. Nor was the Chancellor more colourfully optimistic on our alarming general trend to bankruptcy. Indeed, hitherto such optimism as Mr. Churchill's Government has to spare has gone into the international field, and I fancy that is beginning at the right end. It took the Socialists six years to help to bring us to our present pass, and every argument of sense and justice cries out that a new Government should be granted at least six *months* of quiet contriving to pull us up and out of the bogs. Indeed, the argument for a long Parliamentary recess is far more convincing to you and me than are the jeers that Tory Election promises are piecrust. For you and I never set store by a magic wand and are quite content with a change of Government and desire to give it every possible chance to cash its promises in reasonable time.

AN ANCIENT COURT AT GUILDHALL—THE LORD MAYOR OF LONDON PRESIDES OVER A COURT OF HUSTING: The Court was held for the enrolment of some twenty-three deeds, most of which were declarations of trust giving money for scholarships at the City Schools, and for the new trustees. In this picture the Comptroller, Mr. Desmond Heap, is seen reading his brief to the judges of the Court, who are the Aldermen. The Lord Mayor, Sir Leslie Boyce, presided with the Recorder sitting by his side to pronounce the judgments. The Court is known to have existed in the reign of Henry I when it had unlimited jurisdiction over every kind of action at law. To-day almost all the jurisdiction has been shorn from it and the only business left for the Court of Husting to perform is the enrolment of certain wills and deeds. The Court, whose infrequent sittings last for only a few minutes, last met at Guildhall in 1942.

Counting the Cost.—

The Persian oil dispute cost us as heavy in terms of money as in prestige. The financial loss, though unestimated, is already one of the big three items among the causes of our financial plight to-day. And what is the Egyptian dispute costing us every day, as we denude our own island and other vital centres of the few trained units we possess, and carry them to and maintain them, for land, sea and air defence, in the Canal Zone? No doubt we are counting the cost. We know that those who have caused us these worries and huge expenses and losses are also counting the cost. Mossadeq's popularity is perhaps not yet on the wane among his huge, uneducated following, but party political opposition to his policy is stiffening and bankruptcy and unemployment must soon reduce the number of his blind supporters. The Egyptian trouble-makers also have already seen some dim writing on the wall. The Arab States are not all so willing to accept Egyptian leadership and statesmanship, and Nahas Pasha, though still a master of invective, must be disappointed that the expected scuttle by the British has not materialised. Farouk and Nahas must know already that their bluff will prove a very dangerous and expensive gamble for Egypt alike in pocket and prestige.

Lord Jowitt and Lay Magistrates.—

During Lord Jowitt's reign as Lord Chancellor, the Criminal Justice Act of '48 and the Justices of the Peace Act of '49 very considerably changed the sentences which lay magistrates may give, the procedure under which they act, and the rules under which they domestically organise themselves. The Criminal Justice Act was a sincere and comprehensive effort to humanise the law and to substitute wherever possible cure for punishment in the case of first and trivial offenders. There is much virtue in it. Some of that virtue was lost by its coming prematurely into force. The Justices of the Peace Act seemed to reveal the authorities in a rather pessimistic mood as regards the lay magistracy which nowadays is vitally concerned in the trial of about 95 per cent. of criminal cases; while its work continues to increase and to grow constantly more complicated. Lord Jowitt himself has acted on the principle that there are too many Justices, that they ought to work harder and retire earlier and learn more law. Some of these ideals are difficult to achieve. There is danger in a little knowledge of law by laymen (for whom a professional lawyer is provided for advice) and whose function has worked reasonably well for centuries just because it was rather that of jury than of judge. Some of the new rules of the Justices Act also suggest that the authorities take a low view of the domestic bliss of the average Bench, and even of the integrity of the justices' clerk. I can think of no other explanation of the new rules for the election of chairman than that the old postal ballot by all active magistrates on a Bench gave rise to hanky-panky of some unexplained kind either by the clerk or by members. Under the new rules of election, voting must be done in public, and only those who can attend the "election meeting" are entitled to vote. For my part, I can't conceive how any man or woman can accept the onerous and often boring responsibilities of a J.P. if they are to serve on a Bench rent by political or local jealousies and suspicions, or indeed on any Bench which is not a happy family. The new Chancellor has been invited to safeguard the rights of Justices, arising out of the case of Mrs. Iwi. It is my hope that he will find time also to adjust his views on the merits of these public servants on whom so vast a share of criminal justice depends.

Road and House Repairs.

—The search for economies is, we hope, now engaging the attention of all departments of Government, central and local. The old saw remains essential wisdom: "It is foolish to spoil the ship for a ha'p'orth of tar." The "ha'p'orth of tar" to-day is a figure of speech. It is better expressed in the term "umpteen millions." Take our roads and our larger lived-in houses. The Traffic Advisory Committee has recently reported urgently on the former. In southern England and the London area—best known to me—the deterioration is startling and terrible. The money we save on the roads is not sheer gain. The effect of neglected main roads implies a still greater expenditure of millions a year or two hence, and meanwhile the cost in human life and in repairs to State and private transport greatly increases. These roads are surely for consideration as an essential exception in the economy drive. Houses again. I do not refer to palaces and castles. The middle-size houses of England, still lived-in and badly needed by the homeless, are rapidly deteriorating beyond the range of preservation by annual patching and repair. The authorised expenditure annually has been too low for too long, with the result that the woodwork of tiled roofs and frames has rotted, the tiles slip and cave in, doors and windows are warped and ceilings stained or crumbling. We need houses badly, but what greater folly than to neglect and send to ruin the million once sound small houses which we possess and which were built of materials no longer obtainable!

THE OLD STAGER

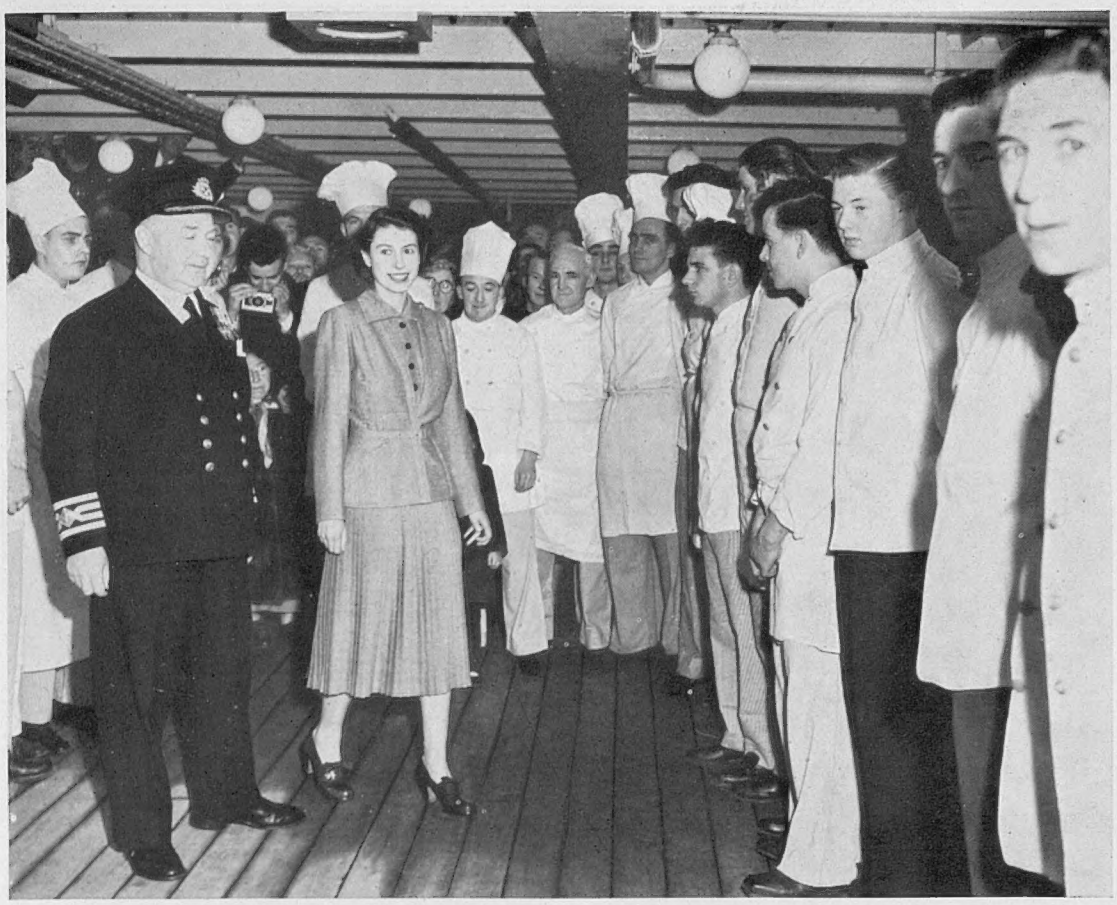
"WITH BEST WISHES"

IT is by no means too early to think of Christmas presents—especially for friends overseas. Those in search of a present likely to be appreciated will find that a year's subscription to THE SPHERE provides an ideal gift.

Each week as the new copy arrives, the recipient will be reminded afresh of the kind thought and good wishes of his or her friend at home in Britain. Orders for subscriptions for THE SPHERE to be sent overseas can be handed to any good-class newsagent or bookstall, or sent direct to The Subscription Department, THE SPHERE, Ingram House, 195-198, Strand, London, W.C.2, and include the name and address of the person to whom the copies are to be sent, and the price of the subscription. Canada, £5 14s. Elsewhere abroad, £5 18s. 6d. (to include the Christmas Number).

THE ROYAL TRAVELLERS RETURN

THE VOYAGE IN THE "EMPRESS OF SCOTLAND" AND THE ARRIVAL AT LIVERPOOL LANDING STAGE



PRINCESS ELIZABETH MEETS MEMBERS OF THE SHIP'S COMPANY DURING THE VOYAGE ACROSS THE ATLANTIC IN THE LINER "EMPRESS OF SCOTLAND": The Princess with the kitchen staff of the liner. During the ceremony a presentation was made to the Princess on behalf of the ship's company. It consisted of dolls for Prince Charles and Princess Anne, and one of the bellboys was charged with the task of making the presentation. During the voyage the Princess and the Duke spent a great deal of time on deck and they visited the bridge more than once. They also attended a showing of films, one of them dealing with the Canadian tour in colour. *On right*—Princess Elizabeth at Liverpool before her departure for London. She was wearing two maple-leaf brooches on her coat.

PRINCESS ELIZABETH AGAIN SETS FOOT ON ENGLISH SOIL AT THE CONCLUSION OF THE ROYAL TOUR OF CANADA: The Princess being greeted by Lord Derby, the Lord Lieutenant of Lancashire. Standing behind Lord Derby was Mr. V. E. Cotton, the Lord Mayor of Liverpool. To greet the return of Princess Elizabeth and Prince Philip, the Cathedral bells rang out and there was a vast concourse of people in the streets of the city. As the Princess descended the gangway of the *Empress of Scotland* it was noticed that she turned round to acknowledge the cheers of the ship's company gathered on the deck of the liner.

TWO CITIES' WELCOME FOR PRINCESS ELIZABETH AND PRINCE PHILIP

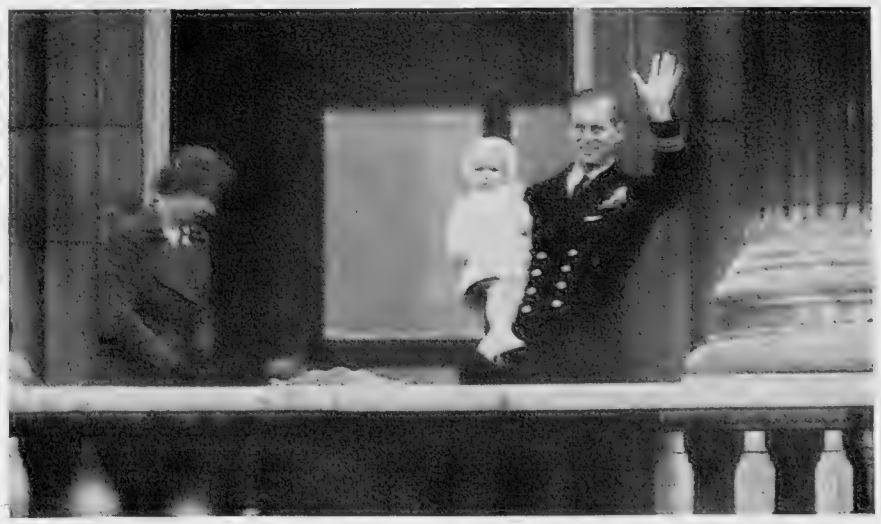
LIVERPOOL IN THE SUN and LONDON IN THE RAIN

THOUSANDS THRONG THE APPROACHES TO LIME STREET STATION AS THE ROYAL TRAVELLERS SET OUT ON THE FINAL STAGE OF THEIR JOURNEY: Liverpool gave Princess Elizabeth and Prince Philip a typically warm-hearted greeting, the crowds pressing round the Royal car at many stages of the route. It was a morning of sunshine, in contrast to the driving rain which greeted the travellers in London. *On right*—Princess Elizabeth and Prince Philip waving to the crowds from the Town Hall. They arrived in the seaport city at midnight but did not disembark until 10 a.m.

THE FAMILY REUNION AT EUSTON STATION LAST SATURDAY AFTERNOON: Princess Elizabeth bending down to greet Prince Charles. The Queen and Princess Margaret had brought the Prince to the station because of his insistent demand to see his mother and father as soon as possible. When the Royal train stopped, Princess Elizabeth and Prince Philip could be seen smiling through the window of their carriage, and Prince Charles began to skip joyfully when he caught sight of his parents.

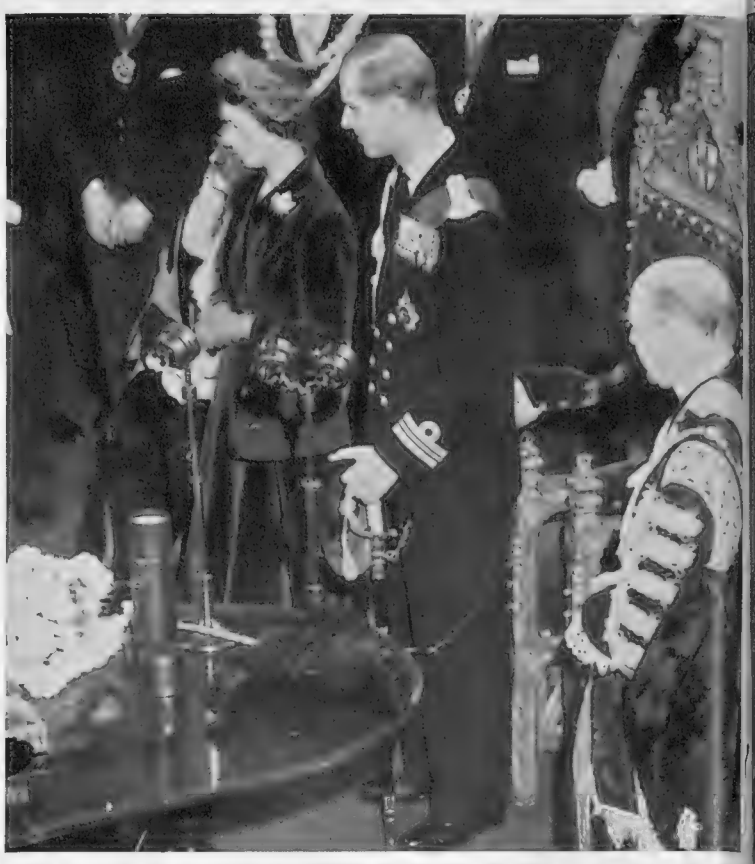
THREE OF THE CANADIAN "MOUNTIES" WHO ACCOMPANIED THE ROYAL TRAVELLERS SEEN STANDING ON THE PLATFORM AT EUSTON AS PRINCESS ELIZABETH TALKED WITH HER MOTHER, THE QUEEN, AND HER SISTER, PRINCESS MARGARET: Prince Charles is standing beside his father, and a few minutes later he was sitting happily between his father and mother as they went by car to Buckingham Palace.

DRIVING FROM EUSTON STATION TO BUCKINGHAM PALACE: Princess Elizabeth and Prince Philip with their son, Prince Charles, and their daughter, Princess Anne. Despite the driving rain many thousands of people lined the route to the Palace, the crowds being thickest along the Mall and just at the approaches to the Palace gates.



FIFTEEN MINUTES AFTER THEIR RETURN TO BUCKINGHAM PALACE THE ROYAL TRAVELLERS APPEARED ON THE BALCONY TO ACKNOWLEDGE THE CHEERS OF THE CROWDS: In the picture *on the left* the Princess is seen supporting Prince Charles on a chair, while Prince Philip holds their daughter, Princess Anne. In the *right-hand* picture Prince Charles has descended from his chair. The increasing gloom of a November afternoon made photography difficult on this occasion.

THE LORD MAYOR OF LONDON GREETS THE RETURNING TRAVELLERS: Sir Leslie Boyce shaking hands with Princess Elizabeth while the Duke of Edinburgh stands by. The Princess and the Duke had just completed their drive through the heart of London, receiving the enthusiastic cheers of the City on their safe return home after the Canadian tour. Princess Elizabeth wore an olive-green fitted coat with matching hat and suede shoes.



LISTENING TO THE SPEECH OF THE RECORDER OF THE CITY OF LONDON: Princess Elizabeth and Prince Philip, standing side by side, with the Lord Mayor of London on their left. They heard the City's "respectful and cordial congratulations" on the success of the tour.

AT GUILDHALL

PRINCESS ELIZABETH AND PRINCE PHILIP RECEIVE THE CITY'S CONGRATULATIONS

PRINCESS ELIZABETH REPLIES TO THE ADDRESS OF WELCOME AT THE GUILDHALL: With the Lord Mayor on her left hand and members of the Canadian Mounted Police standing behind her, the Princess declared: "For us indeed it was a journey of great happiness, for we were received in Canada and the United States with a warmth and kindliness which moved us profoundly." After this reception the luncheon followed in the Great Hall where there were seven hundred people present.

AT THE GATHERING IN THE GREAT HALL AT LONDON'S GUILDHALL TO WELCOME PRINCESS ELIZABETH AND PRINCE PHILIP ON THEIR RETURN FROM CANADA: In the centre, beneath the Mace and the City Sword, stands Sir Leslie Boyce, the Lord Mayor, and on his right hand are Princess Elizabeth, Mr. Winston Churchill, Princess Margaret and the Earl of Athlone, brother of Queen Mary and a former Governor-General of Canada. On the Lord Mayor's left hand are Prince Philip and Lady Boyce.

THE PRIME MINISTER SEATED BETWEEN PRINCESS MARGARET AND PRINCESS ELIZABETH AT THE GUILDHALL LUNCHEON: It fell to the task of Mr. Churchill to propose the toast of the Princess and the Duke. After saying that the whole nation was grateful to the Princess, Mr. Churchill turned, bowed deeply to her and said: "Madam, your health and that of His Royal Highness," and then turning to the gathering seated before him in the Guildhall, he said: "I call upon you to rise and drink."

MANCHESTER WELCOMES THE QUEEN

Her Majesty Declares Open the Rebuilt Free Trade Hall

THE QUEEN UNVEILS A TABLET COMMEMORATING THE REOPENING OF THE MANCHESTER FREE TRADE HALL : The Hall was first opened in 1856 and is well known as the home of the celebrated Hallé Orchestra. Early in the last war Hitler's Luftwaffe burned it down and to-day the exterior walls still bear the scars of war. Inside, however, everything is new ; structurally, acoustically and decoratively the Hall is now completely up-to-date. Last week the Queen, after attending the dedication of the restored regimental chapel in Manchester Cathedral, went to the Hall and performed the reopening ceremony. In her address she said that the building was something more than a noble, splendid hall : it was in her opinion a striking testimony to the sturdy vigour which had long been characteristic of the people of Manchester.

THE SCENE IN THE REBUILT MANCHESTER FREE TRADE HALL DURING THE SERVICE PRIOR TO THE INAUGURAL CONCERT : On the platform are her Majesty the Queen with the Lord Mayor and Lady Mayoress of Manchester. The Hallé Orchestra and Choir, in their positions on the fine new stage, were returning to their old home after an absence of several years.

THE QUEEN SIGNS THE VISITORS' BOOK AT THE FREE TRADE HALL : Watching her is the Lord Mayor of Manchester. After the reopening ceremony her Majesty remained for an hour listening to the first of a series of inaugural concerts by the Hallé Orchestra and Choir.

THE QUEEN INSPECTS A GUARD OF HONOUR OF MEMBERS OF THE 8th BATTALION (ARDWICK) MANCHESTER REGIMENT : Her Majesty, Colonel-in-Chief of The Manchesters, attended the dedication of the restored regimental chapel in Manchester Cathedral. The Bishop of Manchester performed the dedication of the chapel and its shrine and regimental Rolls of Honour.

THE BISHOP OF MANCHESTER GREETS THE QUEEN AS SHE ARRIVES AT MANCHESTER CATHEDRAL : A land-mine destroyed the Cathedral's regimental chapel during the war and it has now been rebuilt.

THE SUEZ CANAL BY-PASS

A NEW "CUT" ENABLES NORTHBOUND AND SOUTHBOUND CONVOYS TO PASS IN THE AREA NORTH OF THE BITTER LAKES

A VITAL ADDITION TO THE FAMOUS CUT CARVED BY FERDINAND DE LESSEPS THROUGH THE DESERT BETWEEN PORT SAID AND SUEZ: The *above* view and that reproduced *below* look northward towards Port Said and show, on the left, the main course of the Canal and on the right the new Farouk Canal, a by-pass 6½ miles in length constructed in order to allow northbound and southbound convoys to pass. Up to now, dual passage has only been possible at the Bitter Lakes. The new cut runs from a point 27 miles south of Port Said. It was started late in 1949 and has now been completed at a cost of about £2,000,000, but has not yet been formally opened. The improvement, together with the plan to deepen the Canal throughout its length, has been made necessary by the substantial increase in tanker traffic between the Middle East and Europe passing through the Suez Canal. In fact, at the general meeting of the Company in June 1950 it was shown that traffic through the Canal was larger than ever, the number of transits being 10,420 and the net tonnage of shipping being almost 69,000,000. In 1937 the passage was made by 6,570 vessels, the aggregate tonnage exceeding 36,000,000. Although the transport of petroleum through the Canal has increased so steadily through the past decades, this trend may not continue as the construction of the oil pipe-line from Saudi Arabia to Syria provides for a flow of approximately 20,000,000 tons a year. Needless to say, this constitutes a considerable loss in revenue for the Suez Canal Company. At the time of writing, these are crucial days in the Canal Zone, and British troops encamped beside the "cut" are having a hard time in the face of Egyptian provocation and the fanaticism of Cairo. By all accounts, they are behaving with admirable restraint in sometimes intolerable circumstances.

b

British Troops Raid the Canal Zone Village of Abu Ugamus

EVERY HOUSE IS SEARCHED IN THE HUNT FOR ARMS FOLLOWING TERRORISM IN THIS VILLAGE NEAR ISMAILIA

WHEN THE SEARCH-PARTIES MOVED THROUGH THE NARROW STREETS OF ABU UGAMUS: A party from the 1st Battalion, The Loyal Regiment (North Lancashires), interrogating a family in this village near Ismailia, where the British troops made a dawn raid in the hunt for arms and for suspected terrorists. Abu Ugamus had previously been on three occasions the scene of surreptitious firing by night on British troops.

Speaking of Britain's "crimes" in the Suez Canal Zone, Nahas Pasha, Egypt's Prime Minister, who has been fighting so relentlessly to stave off his own departure from office by rattling the sabre against Britain, said last week in Cairo that our troops had attacked people and robbed them in the Suez Canal Zone. They had surrounded towns and chased men, killed women and children, and captured police. The speech was made on National Struggle Day, the anniversary of the day in 1918 when Zaghlul Pasha first asked the British to grant Egyptian independence. As if in answer to that speech by Nahas Pasha, the pictures reproduced on this page and the next indicate the behaviour of British troops during a typical village round-up. The pictures, taken at Abu Ugamus, indicate the exemplary behaviour of the men of the 1st Battalion, The Loyal Regiment, and show how General Erskine the British military commander in the Canal Zone is determined to see that duty is done without causing more than the minimum inconvenience to the local inhabitants.

THE MEN OF ABU UGAMUS ARE ROUNDED-UP AND PUT INSIDE BARBED-WIRE ENTANGLEMENTS: This was done as soon as the dawn raid took place, but one male member of each family was allowed to remain behind with the women and children. The men who were rounded-up were then screened by intelligence officers and altogether fifty arrests were made.

A SCENE IN ABU UGAMUS DURING THE ROUND-UP, SHOWING IN THE BACKGROUND SOME OF THE TYPICAL HOVELS OF THIS VILLAGE IN THE SUEZ CANAL ZONE: The screening of the population of Abu Ugamus was carried throughout without incident, although with only half-hearted co-operation from Egyptian policemen, who were supposed to be assisting but appeared to regard themselves as referees. Before the search the troops paraded to empty their own pockets. At the end they were searched in the presence of the headman and he gave a certificate that no robbery had occurred. This was the second village in the Zone searched by British troops.

VAMPIRES KEEP GUARD OVER THE SUEZ CANAL—A BRITISH FIGHTER PATROL SEEN FLYING ABOVE A TANKER AS IT MAKES ITS WAY THROUGH THE FAMOUS "CUT" BETWEEN THE RED SEA AND THE MEDITERRANEAN: Last week it was announced that Royal Air Force reinforcements were being flown into the Canal Zone. The air-lift from the United Kingdom was carried out by Hastings aircraft operating from Lyneham, Wilts., at the rate of four aircraft per day. The draft comprises a variety of trades to replace civilian employees in the Canal Zone in R.A.F. maintenance units.

SUSPECTS WAITING FOR SCREENING BEHIND A BARBED-WIRE ENCLOSURE AT ABU UGAMUS: While the screening was in progress troops, with the help of mine-detectors, were hard at work searching for buried arms. All they discovered on this occasion was a Sten gun and a Service revolver.

BRITISH TROOPS AND AN EGYPTIAN POLICEMAN WALKING ALONG A ROOF-TOP AT ABU UGAMUS: The hunt for arms and ammunition was intensive, but the British found the Egyptians reluctant assistants. Abu Ugamus has long been known as a haunt of hostile elements, and the raid was by no means unexpected by the inhabitants, hence no doubt the discovery of so few weapons. The Loyals behaved with exemplary correctness during their search, not a piece of property being damaged. General Erskine, the C.-in-C., is determined that the Cairo Press shall have no possible grounds for its wild stories of the fantastic behaviour of British troops.

THE KING WITH PRINCE CHARLES AND THE QUEEN WITH PRINCESS ANNE : This family photograph was taken last week at Buckingham Palace on the occasion of the third birthday of Prince Charles. It is also the first photograph of the King taken since his illness. Considering the seriousness of the King's operation, his Majesty looks much better than many people have dared to hope. At Prince Charles's party he was able to share for nearly two hours all the happiness and excitement of the occasion without fatigue. *On left*—In this picture Princess Anne, who is seen in the arms of her grandmother, Queen Elizabeth, is looking eagerly across towards the King.

THE KING at a PALACE PARTY

HIS MAJESTY IS HOST TO HIS GRANDSON, PRINCE CHARLES, ON HIS THIRD BIRTHDAY

KING GEORGE VI AND HIS GRANDSON, PRINCE CHARLES, ON THE LATTER'S THIRD BIRTHDAY: The King, seated with his grandson, listens with smiling attention as Prince Charles tells him about the birthday presents he has received, and of the messages he has had from his mother and father from the liner *Empress of Scotland*, homeward-bound from Canada. Also at this Buckingham Palace party were Queen Mary, Prince Charles's great-grandmother, Princess Margaret, his aunt, and some of the Prince's young friends. Prince Charles was born at Buckingham Palace at 9.14 p.m. on November 14, 1948. As the first child of Princess Elizabeth he stands second in succession to the Throne, the title to which is regulated by the Act of Settlement. The Prince, however, is not regarded as Heir Apparent to the Throne, even in the second degree, but is Heir Apparent to the Dukedom of Edinburgh. He would become the Heir Apparent in the event of Princess Elizabeth's accession.

ONE OF RUSSIA'S GREAT HYDRO-ELECTRIC SCHEMES ON THE RIVER VOLGA : Unloading sand at the construction site of the lower sluice prior to concrete-mixing operations. *On left*—Pipe-lines in course of being laid near the banks of the Volga. They will be used by the powerful Stalingradsky suction dredge to feed to the right bank of the river liquefied soil for piling up a coffer-dam to protect the foundations on which the power-house is to be constructed. This Volga scheme is one of a number of dam, canal and hydro-electric projects now in progress in the Soviet Union. Ever since 1950 publicity regarding these projects has been used to press home the moral that the Soviet Union is engaged in peaceful construction at a time when the rest of the world is indulging in warmongering. The Volga hydro-electric schemes are at Kuybeshev and Stalingrad. Another scheme announced in September 1950 was for the construction over a period of seven years of the main Turkemenian Amu Darya-Krasnovodsk Canal.

The Way of the World

FROM THE VOLGA TO KEY WEST

A SURVEY OF THE FOREIGN NEWS

THE INAUGURATION OF KASHMIR'S FIRST CONSTITUENT ASSEMBLY : Maulana Mohammed Saied Massodi, who was elected temporary chairman, delivering his presidential address when the Constituent Assembly met for the first time after the elections in the Indian-held part of the territory, despite the fact that the dispute with Pakistan still persists. *On left*—The scene within the ornate Rajgarh Durbar Hall, where the Assembly met. In the front row are (right to left) Sheikh Abdullah, the Prime Minister; Bakshi Ghulam Mohammed, the Deputy Prime Minister; Khwaja Ghulam Mohammed Sadiq, who has been elected permanent chairman of the Assembly; and Mr. Saraf. Reports from Delhi say that thousands of Kashmiris gathered along the banks of the River Jhelum, which flows down the Kashmir Valley, and there were scenes of unbounded joy as the people welcomed their first freely-elected representatives. On the other hand, Pakistan greeted the event with a flood of invective; abroad, the Indian Government has been severely criticised for countenancing the inauguration of this assembly before a solution to the whole problem of Kashmir has been reached.

PRESIDENT TRUMAN ON HOLIDAY AT KEY WEST, FLORIDA: The President with a Secret Service agent as he strolled through downtown Key West. It was while at the "Winter White House" that the President confirmed the fact that he was planning to meet Mr. Winston Churchill some time in January—a meeting that might possibly be the prelude for a Four-Power meeting in which Mr. Stalin might take part. The Washington meeting will be the third between Mr. Truman and Mr. Churchill. They met first at the Potsdam Conference in 1945, and their second meeting was at Fulton in 1946.

A CONFERENCE OF THE ARAB LEAGUE IN PARIS: The meeting took place on November 12 to discuss, among other matters, the approach made to Egypt by the United States Secretary of State, Mr. Dean Acheson, in an attempt to iron out differences between Egypt and Britain, and the reluctance of Arab League members, other than Egypt, to turn down publicly the offer of joining the proposed Suez Canal defence zone. This picture of delegates at the conference shows (left to right around the table) Faris el Khouri Bey, of Syria; Hassan Ibrahim, of Yemen; Salah el Din, of Egypt; Mohamed Fahdil Al-Jamali, of Iraq; Fawzi Mouki, of Jordan; Charles Malik, of Lebanon; Hacham Hilli, of Iraq; and Rachad Pharaon, of Saudi Arabia. The meeting was held in Paris because some of the representatives of the League were attending the United Nations General Assembly, which is now in progress there.

THE PRESIDENT OF ISRAEL RECEIVES A BUST OF THE LATE LORD BALFOUR: Dr. Weizmann (right) greeting Mr. Monnett B. Davis, the United States Ambassador, before the latter introduced Mr. Jo Davidson (left), the American sculptor, at a recent ceremony at Rehovoth, Israel. Mr. Davidson then presented to Dr. Weizmann his bust of Lord Balfour, which he made in Paris during the Versailles Peace Conference. The British Envoy, Sir Knox Helm, is seen standing in the background. Balfour's striking intellectual gifts made him the outstanding statesman of his day. During his last years he took a deep interest in the settlement of the Jewish people in Palestine.

THE SIXTH WORLD CONFERENCE OF THE FOOD AND AGRICULTURE ORGANISATION IN ROME: Seated round the table during the conference are (from left to right)—Ugo Papi, Secretary-General of the Italian National F.A.O. Committee; Professor Andre Mayer, of France; Mr. Jacobsen, of Denmark; Mr. G. S. H. Barton, of Canada, and Mr. Frank W. Bulcock, of Australia. Before the meeting of the conference the Guiding Committee met to arrange a two-year plan for the plenary session of sixty-six nation-members to work on. In his annual report Mr. Norris E. Dodd, the Director-General of the Food and Agriculture Organisation, declared that he viewed the future with confidence because "nations at last seem to be preparing for a generally large-scale war against want." He also said that the F.A.O. is "essentially a movement to wipe out mass hunger and lift the burden of hopeless poverty from men's shoulders by applying modern scientific knowledge to the development of the earth's resources."

THE RUSSIAN AMBASSADOR TO THE UNITED STATES SHAKES HANDS WITH THE PERSIAN PRIME MINISTER: Dr. Mossadek (right) met Alexander S. Panyushkin, the Ambassador, at a lavish reception given at the Russian Embassy in Washington to celebrate the anniversary of the Russian Revolution. While in Washington Dr. Mossadek met the American President and had several talks on the oil dispute with the Assistant Secretary of State, Mr. George C. McGhee.

THE CHAIRMAN OF THE COUNCIL COMMITTEE OF F.A.O., VISCOUNT BRUCE OF MELBOURNE, DELIVERS THE OPENING SPEECH: Seated on the right of Viscount Bruce is Mr. Dodd, who said that the volume of world trade in food is now about one-third less than before the war.

A PANORAMA OF THE LITTLE SUN-DRENCHED CITY OF TANGIER, ON THE SOUTHERN SIDE OF THE STRAITS OF GIBRALTAR: In Tangier there are no currency restrictions or income tax. The lucky Tangerines, as the city's people are called, can build, import and do what business they please without Government interference. A flat 12½ per cent. import tax, on every item from bulldozers to nylons, keeps Tangier on its financial feet and the city is growing with the speed of an oil- or gold-boom town. There are, nevertheless, certain difficulties. Every housewife in Tangier has to be a master mathematician, for in the Spanish shops prices are quoted in pesetas, in the French shops in francs. On street corners any currency, including gold, can be legally bought or sold. The city depends for its present prosperity partly on the wide freedom it offers the European and American visitors, and also upon its status as a refuge for European capital. An article on Tangier by Ferdinand Tuohy appeared in THE SPHERE last week.

TANGIER

An International Haven on the Coast of Morocco for Citizens of the Tax-ridden West

THE TREASURE OF TANGIER: These are bricks of solid gold, part of the £30,000,000 worth believed to lie in the bank vaults of Tangier.

TANGIER'S INTERNATIONAL COURT OF JUSTICE: The city is governed by a Nine-Power control committee, leadership of which passes by yearly rotation from one nation to another. Here, during a conference of the Court, are some of its officers. They are (left to right): Judge Jean Valet, of France; Judge E. S. Lemass, of Britain; Public Prosecutor Yves Rodiere, of France; and the Court President, Judge Giovanni Apostoli, of Italy.

REMINISCENT OF BOOKMAKERS' STANDS AT EPSOM OR SANDOWN PARK, THE STALLS OF MONEY-CHANGERS LINE A STREET IN TANGIER: There are no controlled rates of exchange and money is worth just what these flourishing money-changers say it is. "Spivs" and "wide boys" of international stature flourish in the strange anarchy resulting from these conditions.

ONE OF THE MAIN STREETS IN THE INTERNATIONAL CITY: Tangier, with none of the problems of a welfare State rearming at top speed, is currently in the middle of a great spate of building, to cope with its rapidly-increasing population.

THE ROYAL CANADIAN TOUR: Through the Maritime Provinces

THE LAST STAGES OF THE MEMORABLE JOURNEY OF PRINCESS ELIZABETH AND PRINCE PHILIP

PRINCESS ELIZABETH RESPLENDENT IN AN EVENING GOWN AND WEARING THE GARTER RIBBON: The Princess at Charlottetown, Prince Edward Island, where she attended a Government dinner on the night of her visit to the capital of Canada's smallest province.

The Princess Who Won the Hearts of the Canadian People

In stormy weather, with high seas running, Princess Elizabeth and Prince Philip sailed for home last week in the liner *Empress of Scotland* after a deeply memorable tour of the Canadian Dominion, a journey from coast to coast and back again that must have given pleasure to many millions. Before leaving St. John's, Newfoundland, the Princess broadcast to the nation: "I am well aware," she said, "that the acclaim you have given us, which has often seemed to me to have the breadth and immensity of the sea, has had a far deeper meaning in it than a personal welcome, and this has often made me think of the words spoken by the Governor-General in Ottawa during the first days of our visit. He said then that the link with the Crown was a thing of real and tangible strength, and one of the most important factors in uniting the people of the Commonwealth into one great brotherhood. You have shown me the reality of this, and I thank you for it. Destiny has given me the great privilege of being able to live my life for the service of that brotherhood. You have given me a new strength and inspiration, which I know will always help me in the future. For that I am deeply grateful, and say not good-bye, but *au revoir*."

THE LAST LAP OF THE ROYAL TOUR

PRINCESS ELIZABETH AND PRINCE PHILIP ON THEIR JOURNEY THROUGH THE MARITIME PROVINCES

PRINCESS ELIZABETH AND PRINCE PHILIP AT CHRIST CHURCH CATHEDRAL, FREDERICTON : On the right is the Right Rev. W. H. Moorehead, Bishop of Fredericton, and between Princess Elizabeth and Prince Philip is the Dean of the Cathedral. During a busy day in Fredericton, Canada's smallest provincial capital, the Royal visitors also saw the University Library and made a most informal tour. Fredericton has a population of about 16,000, but its numbers were greatly swelled for the occasion of the Royal visit.

A DAY OF UMBRELLAS AND MACKINTOSHES AT HALIFAX, NOVA SCOTIA : Princess Elizabeth holding an inspection at the naval dockyard where she was met by a naval guard of honour. The Duke walked round in the rain without an overcoat. It was at Halifax that he made his second speech of the tour, declaring in the course of his remarks : "What is important is that during our stay in Canada we have made personal contact on behalf of the King with Canadians of all walks of life."

AT THE LUNCHEON GIVEN BY THE CITY OF HALIFAX : Princess Elizabeth and Prince Philip seen at the table as the microphone was switched on for the broadcast of Prince Philip's speech. Later on the same day the Royal visitors attended a great gathering of children in the Exhibition grounds. They then visited a hospital, took tea at the Premier's home, and finally attended a State dinner.

LEAVING THE ROYAL TRAIN AT HALIFAX, NOVA SCOTIA : Princess Elizabeth receives assistance from Wing-Commander Cox, her Canadian Equerry, as she battles through wind and rain. The rain increased in force and many thousands of people waiting in the streets of Halifax to greet Princess Elizabeth and Prince Philip were soon soaked. Nevertheless, they stayed in the streets huddling in doorways and under umbrellas.

PRINCESS ELIZABETH IN EVENING DRESS AND WEARING THE GARTER RIBBON : Her Royal Highness arriving for the dinner at the Nova Scotian Hotel, Halifax, given by the Provincial Government. At the dinner the Princess received several gifts, including a model of the Nova Scotian schooner *Bluenose*; also a doll in Highland costume for Princess Anne.

AT CHARLOTTETOWN, PRINCE EDWARD ISLAND : The Princess on the balcony of the Legislative Building, where she thanked the people for their gift, a rare platinum fox cape. The island was the original home of silver fox furs. Prince Edward Island constitutes the smallest province in the Canadian Dominion. The island lies in the Gulf of St. Lawrence and it was at Charlottetown in 1864 that there was held the historic conference which led eventually to the formation of the Dominion of Canada.

ARRIVING AT SYDNEY, CAPE BRETON ISLAND : Princess Elizabeth and Prince Philip receiving gifts at the quayside from members of a local youth movement. The Royal visitors reached Sydney in the Canadian cruiser *Ontario*, having made the journey by sea from Charlottetown, Prince Edward Island.

WAVING GOOD-BYE TO THE CROWDS AT SYDNEY : The Royal travellers on board H.M.S. *Ontario* as they set out from Cape Breton Island on the last lap of their Canadian tour, the cruiser taking them to the port of St. John's, Newfoundland.

DURING A MEMORABLE DAY AT CHARLOTTETOWN : Princess Elizabeth shaking hands with a Boy Scout. It was at Charlottetown that the travellers finally left the Royal train, which had carried them for great stretches of their journey to Vancouver and back to the Maritime Provinces. Before her departure by ship the Princess bade farewell to the crew of the train, thanking them for their services.

ONE OF THE LAST ACTS OF THE CANADIAN TOUR : Princess Elizabeth placing her wreath at the base of the Canadian War Memorial at St. John's, Newfoundland, on November 11. Later on the same day the Princess gave a broadcast to the nation, thanking them for the wonderful welcome accorded her.

The Royal Tour Concluded

The FINAL DAYS in NEWFOUNDLAND

And Then the Departure for England from Portugal Cove, Conception Bay

THE CIVIC RECEPTION AT ST. JOHN'S, NEWFOUNDLAND: Princess Elizabeth receiving guests at Government House. This reception constituted the last round of official hand-shaking on the long tour of the Dominion, and the Princess and Prince Philip approached the task with the same spontaneous show of pleasure which characterised their first moments in the Dominion. In the evening Princess Elizabeth gave her farewell broadcast to the Canadian nation, and then followed a private dinner at Government House, St. John's. For her broadcast the Princess used the golden microphone which the King used when he took his farewell after visiting Canada in 1939. The Canadian Broadcasting Corporation transmitted the speech on its overseas network in fourteen different languages, and a "live" broadcast was sent out all over the Dominion and through the B.B.C. to Britain. The royal travellers embarked for home on November 12.

THE LAST PUBLIC FUNCTION OF THE 10,000-MILE CANADIAN TOUR: Princess Elizabeth and Prince Philip at a civic reception at St. John's. On the Princess's right hand is Mr. Smallwood, Premier of Newfoundland.

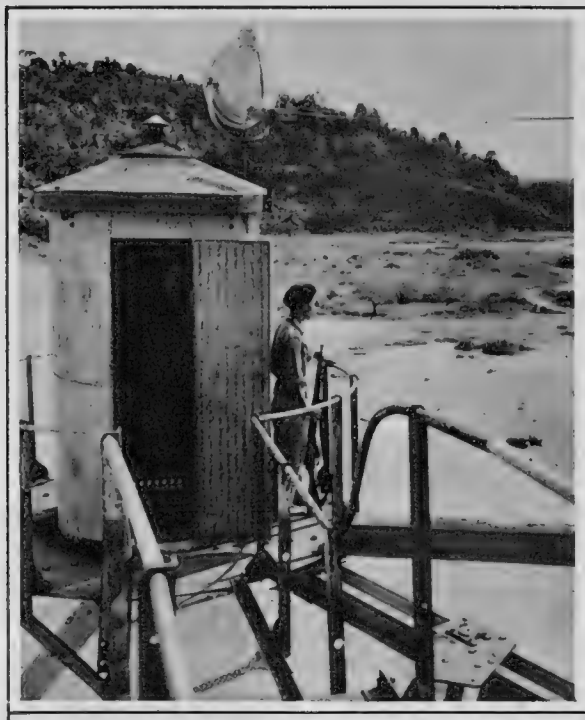
THE "MANECO" HEELS OVER AS SHE PUTS OUT FROM THE JETTY AT PORTUGAL COVE WITH PRINCESS ELIZABETH AND PRINCE PHILIP ABOARD: For a brief moment it appeared to the spectators as if the ferry was heading for the rocks.

THE LAST MOMENTS ON CANADIAN SOIL—THE DEPARTURE OF PRINCESS ELIZABETH AND PRINCE PHILIP FROM PORTUGAL COVE, CONCEPTION BAY, NEWFOUNDLAND, AFTER THEIR MEMORABLE TOUR OF THE CANADIAN DOMINION LASTING FIVE WEEKS: *Left*—This was the scene as the Royal travellers were about to board the ferry *Maneco*, which is seen in the lee of the pier and dressed overall for the occasion. The Royal car was driven down a steep, rough road between wooden houses on timber stilts. As Princess Elizabeth and Prince Philip stepped aboard the ferry the National Anthem was played, and then the crowds on the jetty joined in singing one of the Newfoundland songs. *Right*—Waving farewell from the *Maneco* as the ferry, braving the heavy seas which pounded the coast, took the Royal travellers a distance of four miles to the point near Bell Island, Conception Bay, where they boarded the liner *Empress of Scotland* bound for England.

THE NEW CRISIS IN MALAYA

TERRORISM HALTS THE WORK ON MANY OF THE GREAT RUBBER PLANTATIONS

A few months ago it seemed that the Malayan situation was well in hand, with the guerillas held at bay in most districts and a tight grip maintained on all who were giving them sustenance. But October and November have witnessed big changes in the Malayan situation, and with threats of murder and crucifixion, Communist terrorists in the States of Negri Sembilan and Malacca have forced 6,000 rubber-tappers to cease work. At the time of writing, sixteen estates are idle, and eighteen more, with at least as many labourers, are working only part-time. The vast area of rich rubber country, stretching from the Malacca border through Kuala Pilah, Tampin, Rembau and Bahau, is under complete or largely complete curfew. Throughout the area there have been serious incidents, including the derailment of the Negri Sembilan day mail from Singapore. The pictures on this page give some idea of the security measures which are being taken and which are now so very necessary for the defence of the stricken peninsula.



AN OUTPOST IN THE FOOTHILLS : A Malayan special constable on duty outside a pillbox. Above his head is a searchlight which is used in night defensive operations.

GUARDING A CHINESE-OWNED GRAVEL-PUMP MINE : Malayan guerillas have made many attempts to close the tin mines, and of late their activities have increased markedly.

A MALAYAN POLICEMAN SEARCHES A CIVILIAN CAR : Sten gun in hand, he is about to open the door to question the driver and his passengers and look for arms and ammunition.

A RUINED RUBBER TREE : The tree has been slashed by guerillas. Thousands of trees are being thus damaged every week in the hope of paralysing the national economy.

A TIN-MINE MANAGER ON HIS ROUNDS : This is one of the improvised armoured cars used by managers and also for the protection of labourers on their way to work.

GUARDING THE ENTRANCE TO A VILLAGE IN SELANGOR : The manager of the Tanah Merah Estate, Mr. J. Snoxhill, talking with the sentry at one of the village gates.

ON A RUBBER ESTATE IN NORTH JOHORE : Strips of paper have been pinned to the trees telling labourers to stop working on the estate or to take the consequences.

ON THE WAY TO WORK AT RAWANG : Tin-mine workers being escorted to the mine by an improvised armoured car. In the background can be seen the great tin-dredger.

ON THE MAIN ROAD NORTH OF KUALA LUMPUR : The entrance to one of the heavily-guarded settlements, showing the thatched sentry-post in the background.

ONE WAY OF DEALING WITH TERRORISTS : This warning against the removal of food from a Malayan settlement is intended to stop sustenance being taken to the guerillas.

FROM A POINT OF VANTAGE : A special constable looking out across a mine compound. The compound is ringed with sentries and a careful night and day watch is kept.

THE "LEVIATHAN" SETS OUT ON HER MAIDEN VOYAGE ON THE RIVER ISIS, OXFORD: The new sixteen-oared coaching punt on its way up to the Oxford University boat-house after being launched by Mrs. G. C. Bourne, whose late husband rowed in twelve victorious Oxford crews and whose son stroked four times in the 'Varsity Boat Race. The *Leviathan* has been built by Mr. George Harris, the Christ Church College boatman, on the lines of training craft which are now in use at American universities. It is 45 ft. long, 6 ft. wide and has a 3-ft. gangway amidships.

LEVIATHAN
Upon the
WATERS OF ISIS

The New Sixteen-Oared Coaching Punt Which Has Been Built to Raise the Standard of Oxford Rowing

Like Leviathans afloat
Lay their bulwarks on the brine.

So wrote Thomas Campbell in his *Battle of the Baltic*, and now in another battle—the battle of the Blues—comes another Leviathan to play its part—the sixteen-oared rowing punt produced by the Dark Blues of Oxford to confound the Light Blues of Cambridge.

With this Leviathan Oxford hopes that by being able to train more beginners at one time she will end the University's long run of Boat Race defeats. The *Leviathan*, which was launched last week, is the child of Mr. L. A. F. Stokes, president of the Oxford University Boat Club, and Mr. "Dirk" Horsfall, treasurer of the Club's special fund.

Mr. Stokes believes that *Leviathan* will give a wider choice in University-trained oarsmen instead of forcing the University to rely mainly on those who have been trained initially at public schools.

When the *Leviathan* made her maiden voyage last week all were agreed that her behaviour in the water surpassed all expectations. Although she was extremely steady in the water—and that, after all, was to be expected—she was also quite light and lively to the touch. At a paddling rate she seems to provide the ideal rowing platform for a coach. When the *Leviathan* is going forward at a rowing stroke, however, there is considerable wash and stern drag. She is not, of course, meant for the higher speeds, but merely as a vehicle for instruction in the technique of rowing.

One of the paramount advantages of *Leviathan* is that one coach can handle sixteen oarsmen, and with a degree of freedom impossible even in a rowing tub. He can walk up and down and view his charges from any angle. In days when it is so difficult to find coaches this is obviously an immense asset.

Last week's launching of *Leviathan* was quite an occasion, and when sixteen rowing Blues past and present took the *Leviathan* up the river to her new mooring, quite a cheer went up beside the waters of the Isis, where undergraduates gathered in force. For this trip *Leviathan* was coxed by Mr. George Harris, who built her at Iffley in accordance with American patterns.

It is not suggested by Oxford rowing enthusiasts that *Leviathan* means the end of all their troubles, for there can be no immediate panacea by which victory in the next Boat Race can be assured; but at least the long-term view is hopeful.

CHEERS FOR THE "LEVIATHAN" AND HER CREW AS SHE MAKES HER MAIDEN VOYAGE ON THE SWOLLEN RIVER: A big crowd watched the launching of the sixteen-oared training craft, and the boat was then followed along the towing-path by enthusiastic oarsmen. Rattles, confetti and a band gave the launching its full university flavour.

THE "LEVIATHAN" AND ITS SIXTEEN ROWING BLUES, PAST AND PRESENT MEMBERS OF THE UNIVERSITY: On the stroke side were A. J. M. Cavanagh, A. J. Smith, P. Gladstone, A. D. Rowe, J. R. W. Gleave, R. D. Burnell, C. G. V. Davidge, L. A. F. Stokes. Bow side: G. C. Fisk, J. M. Barrie, M. J. Hawkes, C. G. Turner, J. R. L. Carstairs, D. N. Callender, R. L. Arundel, J. G. C. Blacker. The steersman was George Harris, the builder.

"THIS LEVIATHAN IS CERTAINLY NOT A DRAGON; IT IS AN AQUATIC ANIMAL CONJURED UP BY MR. STOKES TO ECLIPSE THE GREAT WHALES OF CAMBRIDGE": With these words Mrs. G. C. Bourne described the new sixteen-oared training craft at its launching, and the boat is seen in the *above* picture shortly after the ceremony as the eights struck out in unison. *Below—Leviathan* en route from Iffley to the Oxford boat-house. Two scullers acted as outriders, and a rowing eight provided escort.

FLOOD HAVOC in ITALY

Heavy Rains Cause Extensive Damage in the North; and Other Aspects of the Weather in Britain and America

Shortly after the severe storms in Southern Italy and Sicily, the northern part of the country was subjected to torrential rains. Floods and damage to towns, farms and bridges were reported from many areas and railway lines were obstructed by soil and rocks washed down by overflowing torrents. The River Po burst its banks in several places and the waters of Lakes Maggiore, Como and Garda overflowed and inundated many holiday resorts. The flooding was particularly bad in Piedmont and in Southern Lombardy. The town of Vercelli was isolated by flood-water and the small town of Nizza Monferrato was evacuated. Over forty persons lost their lives during the storms. On the other side of the Alps, France had nearly a week of rains, and although they were never so torrential, damage was considerable. Meanwhile, in America the Mid-west was suffering from an icy spell and the giant ore-carrying ships were held up owing to the delay in the handling of the frozen ore.

FLOOD HAVOC IN NORTHERN ITALY: Gondoliers paddle their craft across St. Mark's Square, Venice, after four days of torrential rain had flooded most of the city with up to 5 ft. of water. Many people lost their lives during the storms which swept across the country from Turin to Venice and from the Swiss frontier to Genoa.

THE VILLAGE OF TAVERNERIO, IN THE PROVINCE OF COMO, IS DAMAGED BY A LANDSLIDE: Eighteen persons were reported missing when these houses were destroyed by the overflowing of a torrent. Other buildings were damaged when more water broke through a dam created by the debris of the destroyed houses.

ABERDEEN'S NEW LIFEBOAT PUTS TO SEA FOR A BAD-WEATHER TEST: The lifeboat is seen passing through the harbour channel, signalled as dangerous to shipping, for her bad-weather test off the stormy north-east coast. In the background a huge wave is seen crashing on to the breakwater.

THE AFTERMATH OF A VIOLENT RAINSTORM: This is a general view of a street on the outskirts of Milan, which was flooded during the early November storms. Some northern districts of the city were inundated by the waters of the Rivers Lambro and Seveso. The rain which fell over Milan during one day alone exceeded the average for November. Genoa recorded 18 ins. of rain in two days of almost continuous cloudburst.

IDLE ORE-CARRIERS IN DULUTH-SUPERIOR HARBOUR, MINNESOTA, DURING A RECENT ICY SPELL: *Above* and *on left*—Thirteen giant ore-carrying ships wait to be loaded during the very cold weather which spread throughout the Mid-west of America in the first week of November. Loading normally takes less than four hours, but because of the season's early freeze-up the task took about seventy-two hours. The ore, frozen solid in the railroad cars, had to be thawed out with steam.

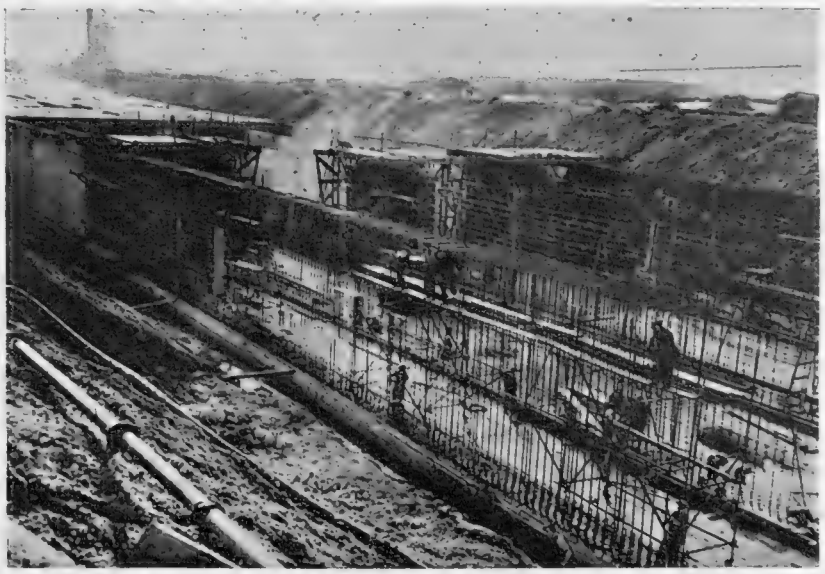
WORK CONTINUES ON THE NEW TRAFFIC TUNNELS AT LONDON AIRPORT: This is the site of one of the tunnels which will eventually carry traffic from the proposed terminal buildings, which are to be built in the centre of the runways, to the main roads leading to London and elsewhere. London Airport, one of the biggest and most modern in the world, was taken over from the R.A.F. for civil use in 1946, but it is still and will continue to be for some years the scene of great building activity. The main idea now is for the erection of buildings in a central area providing for two rows of aircraft stands, passenger-handling channels, administrative offices and a control tower. These will be isolated from the outside world in a diamond-shaped area of 54 acres. Because the area is separated from the London-Bath road by runways and taxiing-tracks, all traffic to and from the terminal buildings will have to travel underground. The tunnel project comprises four parallel and separate roadways, each enclosed in its own tube. The two outer tubes are for pedestrian and cycle traffic, whilst the two main inner tubes are for motor vehicles. Each of the four will be one-way only. The tunnel is being constructed on the "cut-and-cover" principle. Enormous trenches are dug, and reinforced concrete tunnels, surrounded by anti-damp materials, are built at the bottom. When completed, compacted earth is put over the top and the normal flat surface level above is restored.

Work Progresses on the New Traffic Tunnels at

LONDON AIRPORT

THE WESTERN ACCESS ROAD AT LONDON AIRPORT, WITH THE SITE OF A TRAFFIC ROUNDABOUT IN THE FOREGROUND: This roadway will take traffic up from the tunnels to the main London road. The tunnels, leading to the terminal buildings, will be 3,600 ft. long and will lie only 7 ft. 6 ins. below the ground.

THE APPROACH ROAD AND ENTRANCE TO ONE OF THE TUNNELS: The system, which will take eighteen months more to complete, has been designed to carry a flow of 2,000 vehicles an hour, excluding cycle traffic, for which separate provision will be made.



A PATTERN OF STEEL REINFORCEMENTS IS BUILT UP READY FOR CONCRETING: This is a section of the main tunnel, which will be 86 ft. wide. It will consist of four tubes, two for double lines of traffic in each direction and two containing bicycle tracks and protected pathways for the use of pedestrians.

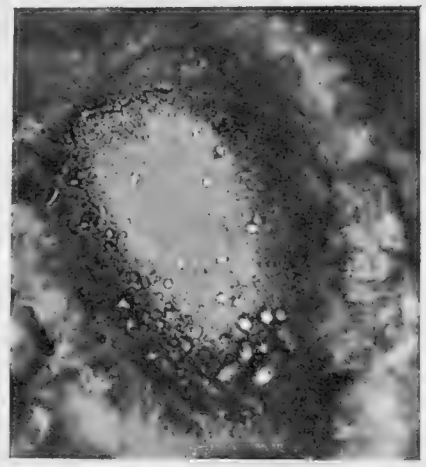
THE DEATH OF A "SERGEANT-MAJOR"

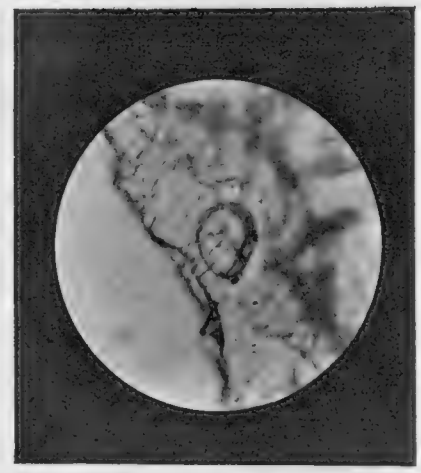
ONE OF THE MULTITUDINOUS DEATH-TRAPS AWAITING THE UNWARY "TIDDLERS" OF THE DEEPS: Only their vast numbers save from rapid extinction the countless tiny fish that swarm in the oceans. Danger, wrapped in cunning and fantastic disguises, floats or swims on every side. Here are pictures, taken at the Marine Studios in Florida, of one of the horrors that prey on the little fish. Scientists call it the *Physalis* but it is more popularly known, because of its supposed resemblance to a ship, as the Portuguese Man-o'-War. It is, in fact, a colony of jelly-fish, each vitally dependent upon the others, and all of them suspended from the surface float, which is filled with air. Some of the jelly-fish have locomotive organs with which they drag the rest of the colony along; others are responsible for reproduction or with supplying the colony with its numerous mouths; finally, there are members equipped with trailing tentacles of deadly, stinging cells, which hold and paralyse their prey. In the picture above, a small fish, known because of its stripes as the "Sergeant-Major," has mistaken the tentacles for strands of seaweed and is held fast.

THE STRUGGLES OF THE TRAPPED FISH STIMULATE MORE OF THE TENTACLES INTO ACTION: Glands along the hanging threads pour poison into the fish. At the same time, the shortening of the tentacles draws it nearer the main organism.

THE WEAKENING "SERGEANT-MAJOR" MAKES A LAST DESPERATE RUSH FOR FREEDOM: But already the vicious poison is pouring through its life-blood to paralyse the animal's vital organs. Swimmers who have accidentally touched the Portuguese Man-o'-War know only too well the power of its multiplicity of stinging-cells.

PHOTOGRAPHING THE FRAGRANCE OF PLANTS





FRAGRANCE UNDER THE MICROSCOPE: *On left*—The smell of orange-peel. In this photo-micrograph the tiny drops of highly volatile oil that cause the smell are clearly seen on a piece of peel. *On right*—The scent-gland of a violet, magnified nearly 1,000 times. The smell of flowers is attractive not only to humans; its biological function is to attract the insects whose crawlings from one flower to another will effect fertilisation. It has been found that the scent is caused by the secretion of drops of highly volatile oils. These are present in only very small quantities—rose-petals, for instance, yield as little as 0·2 per cent. of their weight. The oil is first formed in the green part of the plant, but as this matures it is transferred to the other tissues, in particular the flowers and fruits. Immediately before fertilisation the scent is at its strongest and it diminishes gradually after it has served its purpose of attracting the friendly and useful insects.

***On left*— THE VIOLET—ONE OF THE HUMBLEST BUT SWEETEST OF FLOWERS: This little plant is small and of a quiet hue. It makes up for this by the quality of its fragrance, which is often so strong that the violet can often be scented before it is seen, even by the dulled nostrils of civilised men.**

RAW MATERIAL FOR THE PERFUMIER: Over 1,500 lb. of rose-petals are required to produce 2 lb. of oil for making perfume.

THE VIOLET IN FULL BLOOM: The scent glands secreting the essential oil are near the surface of the flower-shoots.

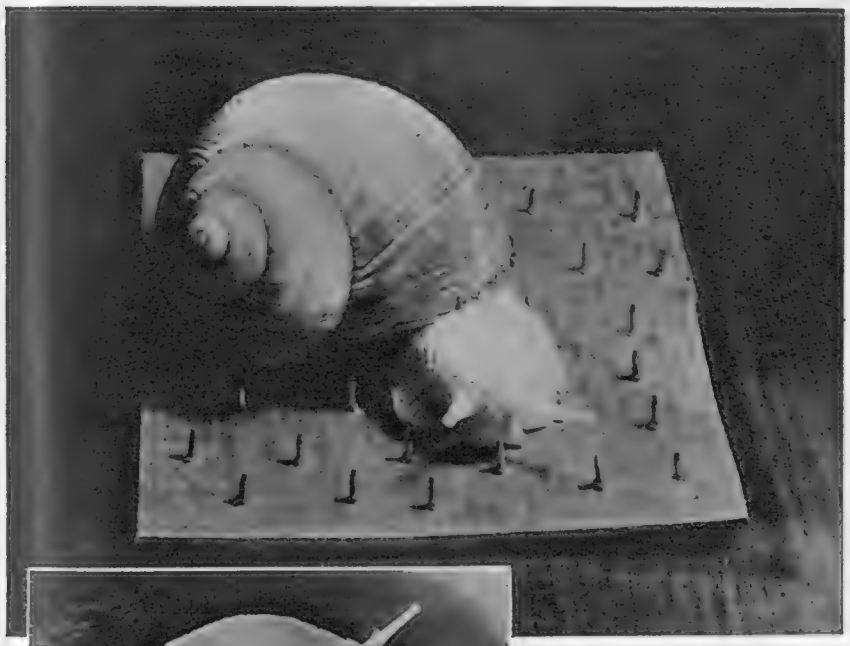
STILL LIVING BUT NOW UTTERLY HELPLESS, THE FISH IS ENVELOPED BY A CURTAIN OF TENTACLES: Hidden in the cloudy mass just below the surface are the mouths of those members of the colony whose job it is to feed the whole organism.

The Perennial Miracle

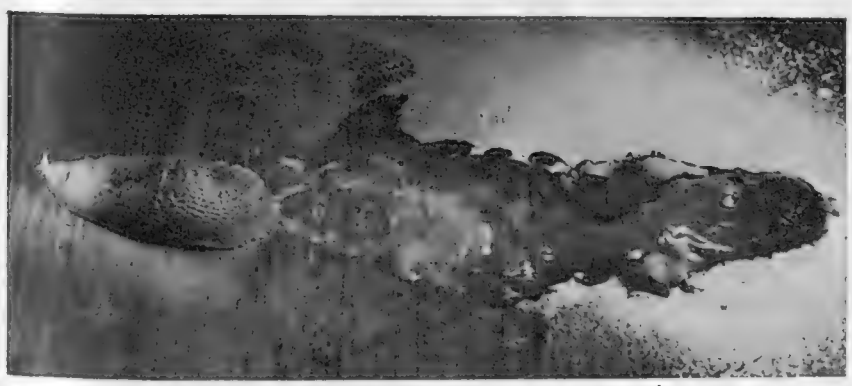
"Life, For Ever Dying to be Born Afresh,
For Ever Young and Eager. . . ."

THE ADVENTURES OF A GASTROPODE

A COMMON GARDEN PEST SHOWS OFF TO THE SCIENTIST : This is a common garden snail, the *Helix aspersa*, whose brothers meet their deaths in millions every summer beneath the angry gardener's foot. But the animals are remarkable enough in their way. Scientists group them under the impressive title of gastropodes, which means belly-footed, for the snail crawls along on a single foot, which is often mistaken for its belly. During its slow and cumbersome journeys the little animal has to cross an amazing variety of surfaces. It can climb a window-pane as well as a rock—a noteworthy achievement considering its size and relatively heavy weight. To do this, it lays a pavement of mucus, secreted by a gland at the front end of the foot, over which it can then crawl in comfort. The snail has also remarkable powers of adhesion: it can resist a pull of up to 54 lb. by sucking itself to the surface over which it is travelling, which comes in good stead not only when climbing up a slippery slope, but also when attacked. The experiments pictured here show how the snail can cross almost any kind of surface without injuring the soft and delicate sole of its enormous foot.



A SNAIL TURNS FAKIR : *Above*—The nails do not harm the soft foot of the snail, in spite of the animal's relatively great weight. *On left*—Crawling across the window-pane. When sucked firmly to a surface like this the snail can resist a pull of up to 54 lb., a record for so small an animal. Most snails are hermaphrodite and several European species live for up to five years.



HOW THE LAND-SLUG KEEPS ITSELF CLEAN : The slug differs from the snail only by its lack of a shell. This one was sprinkled with castor sugar to demonstrate its ability to clean itself. Mucus from glands situated on the animal's back poured forth their sticky secretions, which dissolved the sugar, cleaned the slug and laid a smooth and slimy path for its progress.

A CHAMELEON CHANGES ITS SKIN

THE "CHAMELEO VULGARIS" CHANGES ITS SKIN : Chameleons have become proverbial because of their ability to change colour, but also, like the snakes, they sometimes change their skins. In this picture a chameleon, caught in the process of sloughing, has disposed of quite a large part of the old skin, while the remainder lies loosely over the animal's head and shoulders. These interesting animals have been the object of human interest since the days of Aristotle, who described them accurately. Their power of changing colour has been greatly exaggerated and it is believed that this phenomenon depends more upon internal nervous stimuli than on external influences. The change appears to be emotional rather than protective.

NEARING THE END OF A DIFFICULT BUT REFRESHING PROCESS : The chameleon grasps and tears away the remaining skin with one of its forefeet. Meanwhile it steadies itself with its long, prehensile tail curled around a neighbouring twig.

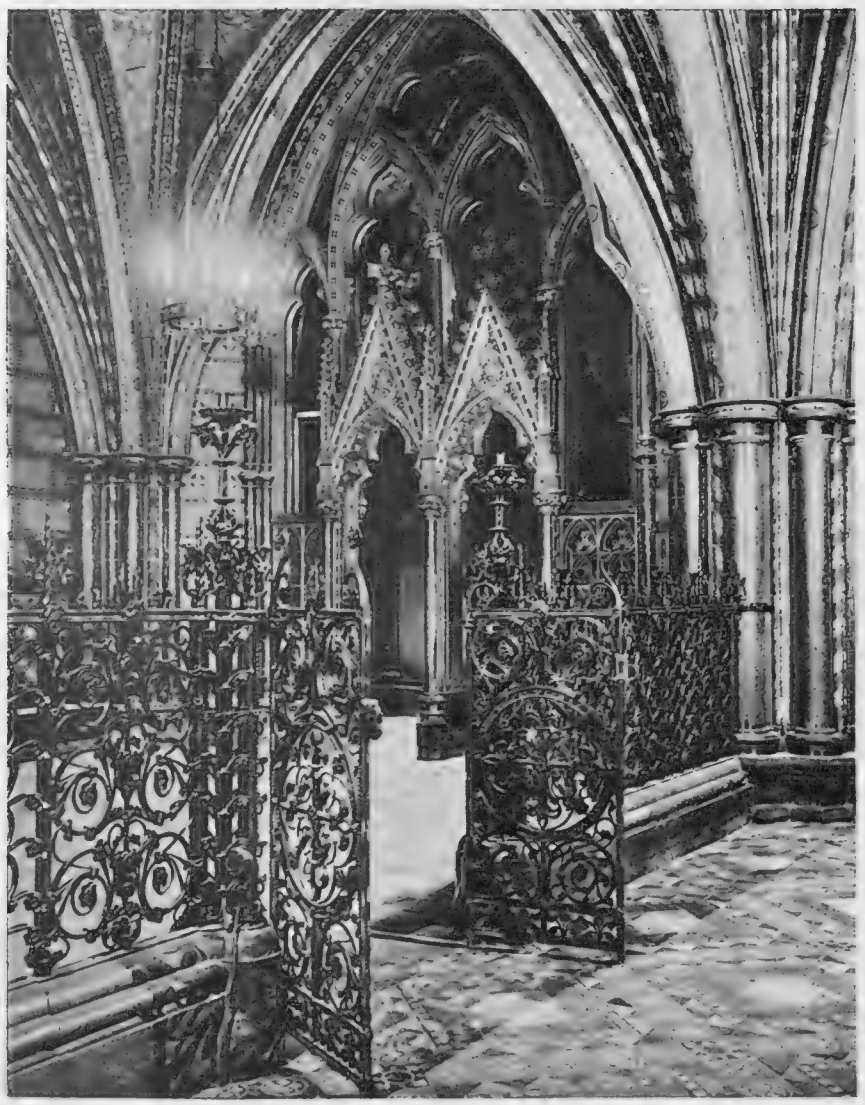
CHAMELEON ECONOMY : Having rid itself of all but a few fragments of the old skin, the lizard proceeds to devour it. The normal food of these slow-moving animals consists of insects caught by a flickering tongue of astonishing length.

ECCLESIASTICAL

The Plan for St. Bride's; King's College, Cambridge, Floodlit; Repairs to a Famous Crypt; and a New R.A.F. Chapel

"FLEET STREET'S CATHEDRAL" TO RISE AGAIN—AN ARCHITECT'S DESIGN FOR THE RESTORATION OF ST. BRIDE'S CHURCH: This is the design of Mr. W. Godfrey Allen (Surveyor to the Fabric of St. Paul's Cathedral) which shows the interior of the new church facing east. The original plans of Sir Christopher Wren of 1680 are available and will be followed in detail, subject to minor adaptations dictated by modern conditions. Last Wednesday the Lord Mayor (Sir Leslie Boyce) and many other distinguished people arranged to attend a Service of Dedication and Renewal within the ruins of the nave, at which the Dean of Westminster was to launch an appeal for £210,000. The chancel and main body of the church were destroyed by incendiary bombs on December 29, 1940. The purpose of the fund is to restore the church to a perfection worthy of its centuries-long association with the Press and literary world and to equip it for future service. It is proposed that the north aisle should be made into a Press Memorial Chapel. The rebuilding of the fabric is expected to start in 1953—800 years after the first record of the Church of St. Bride on the banks of the old Fleet River. The vicar of St. Bride's is the Rev. Cyril M. Armitage, until recently Precentor of Westminster Abbey.

KING'S COLLEGE CHAPEL, CAMBRIDGE, NORMALLY LIT BY CANDLELIGHT, IS FLOODLIT FROM THE INTERIOR: This was the scene at the beginning of November when the magnificent fan-vaulting was floodlit from the interior. Outside, on the front court of the College and along the King's Parade, large crowds gathered to view the illuminated windows. As the floodlights were placed inside the Chapel the figures depicted in the stained-glass windows appeared to be left-handed. King's College Chapel is generally regarded as the finest example of Perpendicular architecture in England, and is world-famous for its early sixteenth-century coloured glass in its vast area of window-space. Other features are the wonderful stone roof with fine tracery and the organ screen of Italian workmanship erected when Anne Boleyn was Queen.



THE ANCIENT CRYPT OF ST. STEPHEN'S CHAPEL AT THE HOUSE OF COMMONS IS CLOSED FOR REPAIRS: A view of the fine metalwork and the finely-groined vaulting, the cleaning of which is expected to be very delicate and exacting. Much of the gilding has been untouched for over 100 years, and many of the stained-glass windows were shattered during the war. The chapel, now known as the Church of St. Mary Undercroft, is entered from the south-east corner of Westminster Hall. It dates from the fourteenth century and was the crypt of old St. Stephen's Chapel when it was the chapel of the old palace. The crypt is now used for marriages and baptisms in the families of Members of Parliament.

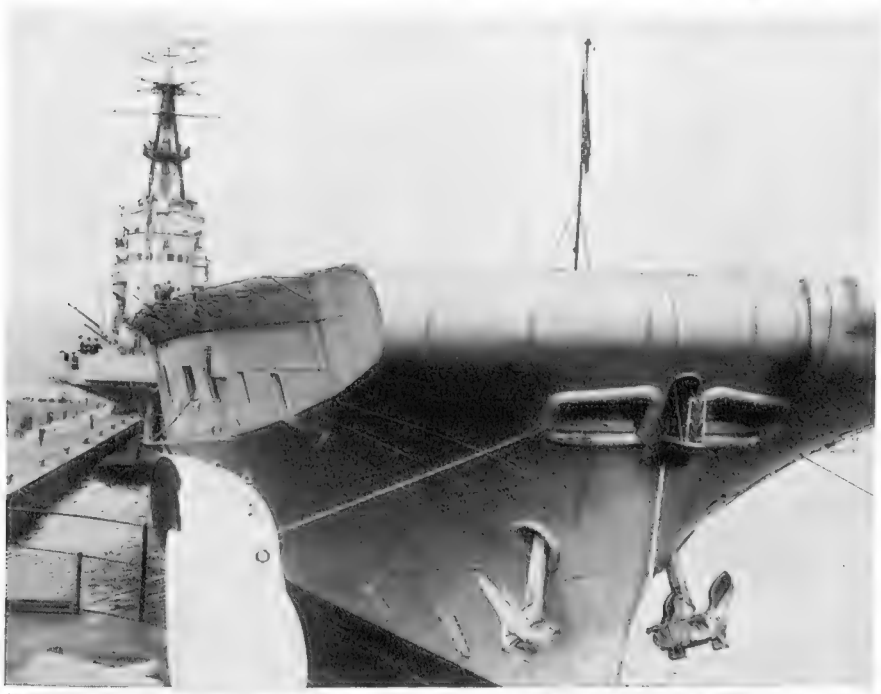
THE NEW ST. GEORGE'S CHAPEL OF REMEMBRANCE AT THE R.A.F. STATION AT BIGGIN HILL, KENT: The dedication of the chapel was performed by the Bishop of Rochester, Dr. Chavasse. It replaces the original chapel which was destroyed by fire in December 1946, and is a memorial to 453 pilots from the Biggin Hill Sector of No. 11 Group, Fighter Command, who lost their lives in the war. Its rebuilding has been made possible largely by the generosity of relatives and friends of the fallen whose names are inscribed on six panels flanking the altar. As in the original St. George's Chapel a room for reading and relaxation is provided at the west end.

H.M.S. "EAGLE," BRITAIN'S NEWEST AND BIGGEST AIRCRAFT-CARRIER, BEFORE LEAVING PLYMOUTH FOR HER FINAL TRIALS OFF SCOTLAND: On the last day of October the *Eagle* finished her acceptance trials, and her commanding officer, Captain Guy Willoughby, accepted her from the makers for the Royal Navy. The Red Ensign she had flown up to then was lowered and the White Ensign rose in its place. The new aircraft-carrier, which is believed to have cost more than £15,000,000, making her the most expensive ship of the Navy, was first named the *Audacious*, but was later renamed the *Eagle*. She is the twenty-first ship of the Royal Navy to bear that name. The vessel was laid down in 1942 as part of the Navy's wartime construction programme and is one of the two biggest British aircraft-carriers, the other being the new *Ark Royal*, which has not yet been launched. Few technical details of these vessels have been so far released, but it is believed that the *Eagle* will have a displacement, when fully loaded, of about 44,000 tons. Both ships are reported to be of 90 per cent. welded construction.

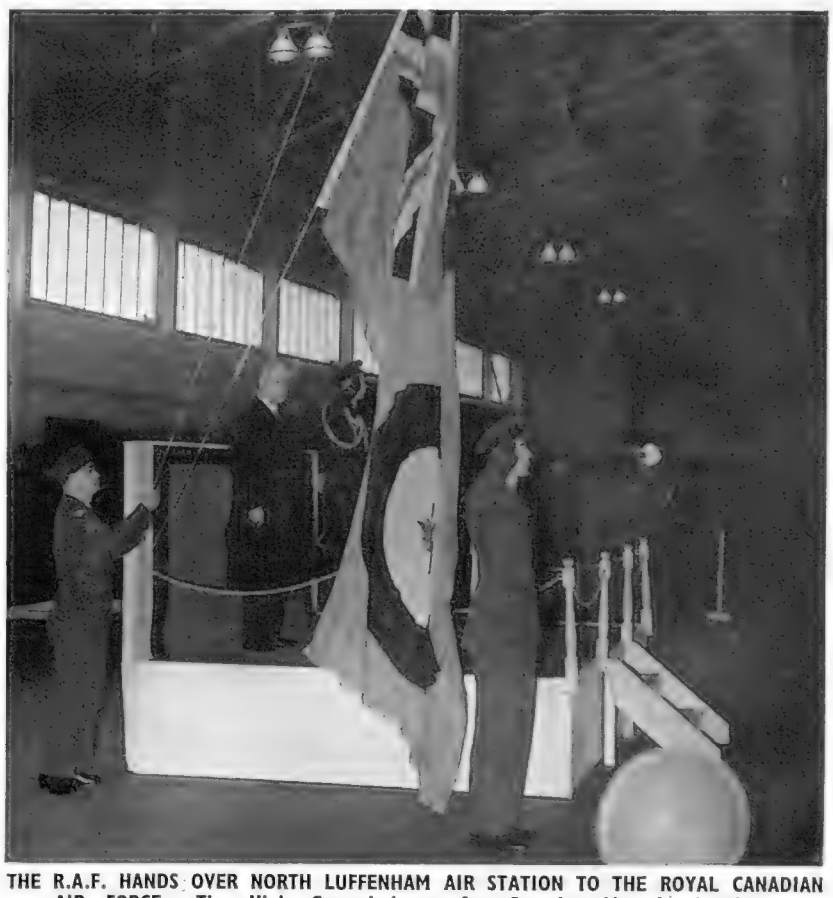
STRENGTHENING EUROPEAN DEFENCE

The Huge New Aircraft-Carrier, H.M.S. "Eagle"; Canadian Airmen Take Over an Air Base in Britain

COCOONED F 86 SABRE JET FIGHTERS LINE THE FLIGHT-DECK OF THE CANADIAN AIRCRAFT-CARRIER "MAGNIFICENT" ON HER ARRIVAL IN GLASGOW: The vessel had brought personnel and machines of the Royal Canadian Air Force from Canada to form the first squadron of the No. 1 R.C.A.F. Fighter Wing in Britain.



H.M.C.S. "MAGNIFICENT" IN KING GEORGE V DOCK, GLASGOW—A VIEW OF HER MASSIVE BOWS AND SUPERSTRUCTURE: The aircraft the *Magnificent* brought to this country were to be stripped of their cocooning, serviced and flown to North Luffenham, the station which the R.A.F. has handed over to the Canadians.



THE R.A.F. HANDS OVER NORTH LUFFENHAM AIR STATION TO THE ROYAL CANADIAN AIR FORCE: The High Commissioner for Canada, Mr. L. D. Wilgress, watches the hoisting of the R.C.A.F. flag during the handing-over ceremony. With him on the platform is Air Chief Marshal Sir Ralph Cochrane, Vice-Chief of the Air Staff, who welcomed the Canadians on behalf of the R.A.F. In an address to a joint ceremonial parade of Canadian and British airmen, the High Commissioner said that North Luffenham would be the first Canadian Air Force station in the British Isles since June 1946. It was for the defence, not only of these islands, but of the whole North Atlantic community. Canada intended to carry out its obligations to the North Atlantic Treaty Organisation. Later, bases would be provided from which Canadian airmen would operate as an integral part of the N.A.T.O. forces, which are under the command of General Eisenhower.

The World of Books—By VERNON FANE

SIR ALAN HERBERT'S JOYFUL NOVEL

Admiral of the Fleet the Earl of Caraway and Stoke Provides Some Delightful Moments in "Number Nine"

THE indefatigable Sir Alan Herbert has written a very funny novel called NUMBER NINE (Methuen. 10s. 6d.), which I recommend to all those who are fighting against a tendency to smugness, all trick-cyclists (called psychiatrists by some), and all those who purely and simply like a good laugh from time to time. The story concerns an ancestral home, owned by Admiral of the Fleet the Earl of Caraway and Stoke, but inhabited by persons (this is not the Admiral's name for them) who give psychological tests to candidates for the Civil Service. The situation, as you will see, is full of promise, and Sir Alan keeps all of them. The Admiral himself lives in a smaller house and exists strictly by Nelson's book and naval routine. His room and his balcony are fitted out roughly in the manner of a bridge, and with maps, charts, a Morse-tapping key and a capacious locker, he and a fellow Admiral living at a little distance fight rousing engagements, winning Jutland, sinking the *Bismarck* in double-quick time, if theoretically, and otherwise keeping themselves up to the mark. Nor must I forget the nightly light signal in the direction of his old home, to be interpreted, if only the psychiatrists had known Morse, as "You are a lot of ——."

Altogether a joyful, sensible, wonderful novel, and one to delight you.

BABEL ITSELF (Cassell. 10s. 6d.) is a novel with a familiar pattern, but also with the difference. The pattern is one that has been used a number of times before, of a London house divided into rooms and apartments, and sheltering a heterogeneous collection of people, each living their separate little lives. The difference is that in the case of Mr. Samuel Youd's story, there is a single disruptive element in the person of one of the men lodgers whom the others gradually recognise as a force so dominant that little by little he takes the place of outside interests for them. Naturally, this is a dangerous situation and, from a novelist's point of view, full of latent melodrama. Mr. Youd handles it confidently, however, and if the novel is not entirely satisfactory (in the table-tapping episodes, for instance), it is at least very effective.

Mr. Thomas Hal Phillips is a young man who is already the holder of more than one literary award and fellowship, so that one comes to his novel, THE GOLDEN LIE (W. H. Allen. 10s. 6d.), with particular interest. The story is set in one of the Southern States in our own days, and although on the surface it is a more or less direct narration of the incidents in the life of a small family, it has an underlying intensity of which the reader is soon aware. If it were not to emphasise it beyond the writer's intention, I would say that this was a morality play on a small scale, for here we have the father, typifying what is honest and independent of mind, the mother, hypocritical and bigoted, and the son whose great possibilities of good are being atrophied through his parents' ceaseless quarrel over him. The writing is sometimes, but by no means always, admirable, and at its worst, self-conscious, but it is an interesting book, especially as a sign of the trend in American fiction.

Mr. Giles Playfair is a son of Sir Nigel Playfair, whom Londoners will long remember with pleasure and gratitude for his pioneer work in the theatre, so that it is fitting that the family tradition should be continued with a novel about the stage and about a very unusual actor. THE HEART OF FAME (Longmans. 12s. 6d) is extremely readable, as I had expected from the biographer of Keen, and it is also a very sound novel from the point of view of construction and technique; one of those books, in fact, that one likes to take away on a long week-end, to savour in peace and at leisure. For those who find the details of stage life boring, it might possibly not have the same appeal, but that is difficult for me to gauge, since I would paraphrase Dr. Johnson and say that to be tired of the stage is to be tired of life.

What a pleasure it is to see someone doing something which they are able to do incomparably well. Miss Georgette Heyer, with a novel set in the period of the Regency, is a case in point. Her touch is sure, her research meticulous, her sense of place and time and

GOODWOOD FROM TRUNDLE HILL: This is one of the illustrations by Lionel Edwards in B. W. R. Curling's *British Racecourses* (Witherby. 27s. 6d.). The author is well known as "Hotspur," the racing correspondent.

atmosphere faultless, and besides all this, she is very funny. Her newest novel, THE QUIET GENTLEMAN (Heinemann. 12s. 6d.), is also one of her best in this *genre*, and I recommend it to you. It is written in the light and elegant manner which suits the matter, and its plot, sustained on a diet of witty lines, concerns a soldier from the wars returning (Waterloo, to be exact), who finds so little welcome at his Lincolnshire mansion that he would be forgiven for calling it open hostility. In fact, his stepmother and his half-brother have had a severe nervous shock in the fact that he has returned at all, since they had both judged that it would be a good thing if, since so many people were killed in the battle, the Earl of St. Erth had been among them, leaving them to enjoy a house and an inheritance. There are sub-plots and counter-plots, a delightfully practical heroine with an inexhaustible supply of cold water of the verbal kind, and altogether the novel is a real entertainment or, in the language of the *ton*, a *divertissement*.

TREGONWELL FRAMPTON: This portrait of the Royal trainer in the days of William III, Anne and the first Georges provides the frontispiece of Denzil Batchelor's new volume, *The Turf of Old* (Witherby. 15s.).

THE PASSIONATE PASTORAL (Bodley Head. 12s. 6d.) is a novel in a lighter vein than most of Mr. Jack Lindsay's, but has not lost in the change, and I think you may find its audacities amusing. The period is the late eighteenth century, in the polite English world of the time, though it is a world with savage undercurrents, as exemplified in the treatment of a poacher whose adventures are described here. There are moments when I felt that Mr. Lindsay was not the man to use two words where two hundred would do, but apart from that tendency to the prolix, the book is really rather good fun, and an amusing picture of what the times may have been like.

Mr. Odell Shepard and Mr. Willard Shepard, a team of father and son, have written *A Narrative Attributed to Horace Walpole, Esq.*, and entitled JENKINS' EAR (Macmillan. 15s.). This long novel, with enough action and excitement about it to make two fair-sized books, is an account of that colonial war against Spain which raged so fiercely in the 1730's, and was touched off by what modern judges of atrocity would call a trivial incident. In 1731 a master mariner, Robert Jenkins, came back to England from the West Indies with a story of the Spaniards cutting off his ear and rifling his ship. He was even willing to show the ear to anyone who would offer him a tot of rum. The mutilation of Jenkins was, of course, only a contributory cause of the war which began in quite a small way, for a war, but spread like a forest fire. The Shepards, in spite of their apparently odd choice of narrator, for Horace Walpole was generally a discourser on more polite subjects, have given us a thoroughly satisfactory historical novel.

THE LITTLE EMPERORS (Faber. 15s.) is another of Mr. Alfred Duggan's reconstructions of little-known but significant events in the far past, which might be called histories with a difference. The present novel deals, in an un-Gibbonesque manner, with an aspect of the fall of the Roman Empire.

For a complete contrast in everything except the fact that both books are written in the English language you have Mr. Timothy Fuller's new detective novel, KEEP COOL, MR. JONES (Heinemann. 9s. 6d.), which is bright, brisk, excellently logical and as amusing as anything connected with violent, if fictional, death can be. It has, incidentally, rather an original opening, for there we find our friend, Mr. Jupiter Jones, amateur detective, being pushed, pulled and shoved through the intricacies of a square dance, an experience which makes him feel that tracking small-town murderers would be like a week at breezy Brighton in comparison.

Eight New Publications

The 1951 *edition of* **BRASSEY'S ANNUAL** (William Clowes. 50s.), *the Armed Forces Year-Book, edited by Rear-Admiral H. G. Thursfield, marks the sixty-second year of publication.*

Three books of special interest to yachtsmen are **A WHITE BOAT FROM ENGLAND** (Heinemann. 16s.), *by George Millar;* **BOLEH** (Hodder and Stoughton. 16s.), *by Commander R. A. Kilroy; and* **YANKEE YACHTSMAN** (George G. Harrap. 16s.), *from Sherman Hoyt's Memoirs, with an Introduction by John Scott Hughes.*

The first volume of the King's Scotland, edited by Theo Lang and published by Hodder and Stoughton *at* 15s., *is* **THE KINGDOM OF FIFE AND KINROSS-SHIRE.** *The series will contain eight illustrated volumes.*

The second of a series entitled "Brief Lives," a new series of short historical biographies, is Roger Fulford's **QUEEN VICTORIA** (Collins. 7s. 6d.)

A further addition to the New Naturalist Library is **THE GREENSHANK** (Collins. 15s.) *by Desmond Nethersole-Thompson. The greenshank is one of the most beautiful waders of the Highlands.*

THE SHELBOURNE (George G. Harrap. 15s.), *by Elizabeth Bowen, is an account of a famous Dublin landmark and, in effect, the story of the Irish city over the past twelve decades.*

THE MEN ROUND NELSON

Ludovic Kennedy and "The Band of Brothers"

Just as Napoleon towered like a Colossus above his lieutenants, the soldiers whom he had raised to the purple like Augerau, Soult, and Davout, Massena, Murat and Junot, not to mention his own relatives whom he placed upon the thrones of Europe, so did Nelson tower above his captains; but somehow or other Nelson's dominance of his subordinates was of a different order to that of Bonaparte. The victors of St. Vincent, the Nile, and Copenhagen, the sailors who commanded the storm-tossed, weatherbeaten ships upon which the Grand Army never looked, but which stood between it and dominion of the world, were, as Nelson so rightly wrote in a letter to Howe, "a band of brothers." How else could crews that were worked to death, served with a perpetual diet of salt beef, maggoty biscuits, and stagnant water, have kept the watch that they did upon the ports of France and then in their great hour struck a mortal blow to Napoleonic ambitions? In his new volume, NELSON'S BAND OF BROTHERS (Odhams. 16s.), Ludovic Kennedy, a member of a distinguished seafaring family, reveals the character of those who served so well the greatest captain of his age, men of the calibre of Keith and Louis, who kept watch and ward off the Texel, Saumarez and Blackwood, who guarded the Channel, Cornwallis and Collingwood, who never relaxed the watch at Brest, and Hardy, Murray and Keats, who were ever-vigilant in the Mediterranean. From these brief and neatly interwoven biographies one pattern emerges clearly. Here for the most part were leaders of a new type. In the past the Navy had suffered from two kinds of commander: firstly, the aristocrat, whose knowledge of sea affairs was often pitiful, and later the "tarpaulins," rough, uneducated men who were born sailors but who had little understanding of human nature, who, instead of mitigating the severity of the naval discipline, perpetuated it. But towards the end of the eighteenth century the new type of officer was arising from the respectable middle-class country families who had not been bred in the atmosphere of the seaport towns, where the press gangs held despicable sway. These new leaders were simple, decent men, direct in speech and manner, with a high sense of morality and honour; and in these officers, who appeared so opportunely upon the stage of world history, were vested the mighty tasks of leading those who were crying out for leadership and of quelling the lusts and ambitions of Revolutionary France. How they came to be gathered round the personality of Horatio Nelson, that extraordinary character who was so little in little things and so immeasurably great in big things, Mr. Kennedy reveals in his closely-knit, well-documented and glowing narrative.

"But the Thames is liquid history," declared old John Burns when replying to an American visitor who was comparing London's river unfavourably with the Mississippi. In TIDE OF LONDON (Britannicus Liber Ltd. 45s.), a superbly-produced volume, Mervyn Savill recounts some of that liquid history. This is really a chronicle of the people who have lived on the banks of the Thames since earliest times, in particular those who have helped to form the character of the capital city, the famous and the infamous, the statesmen, the apprentice, and the pirate, the merchant adventurer and the small trader, the rogue and the vagabond.

Sir Alfred Munnings, that ebullient and forthright critic who "knows the Old Masters and loathes the New Frauds" and does not hesitate to say so, now dashes into print with a new volume of his autobiography, and apparently it is not to be the last. He calls it THE SECOND BURST (Museum Press. 25s.), and at least two things emerge from its crowded and lavishly illustrated pages; one that Sir Alfred's rare facility as a painter of horses has never faltered in his long career; and two, that as a writer he is inclined to be a bit wild and woolly. For example, how Sir Alfred fooled his friends by changing the wine in two bottles may have been amusing enough at the time, and as the author says, he laughed until his sides ached. Now this anecdote may not even raise smiles.

CRY KOREA (Macdonald. 16s.) is a piece of faithful reporting by Reginald Thompson revealing the heart of the tragedy now being enacted in the Far East, emphasizing the sufferings of the civilian population of Korea who have seen the tide of war ebb and flow so relentlessly across their peninsula, augmented by napalm bombs, phosphorus and rockets. Perhaps 2,000,000 men, women and children have died in Korea, asserts Mr. Thompson, and few of them, he says, can have known much of the vast issues involved. The book is particularly timely as it coincides with General Ridgway's grave charges regarding the massacre of civilians.

Three volumes for the book-lover, two of them of specialised technical interest, are Lawrence Town's BOOK-BINDING BY HAND (Faber. 21s.), David Bland's THE ILLUSTRATION OF BOOKS (Faber. 10s. 6d.), and a miscellany entitled BOOKS ARE ESSENTIAL (Andre Deutsch. 7s. 6d.). Mr. Town makes it possible for the student craftsman to follow his technique from start to finish, and he also gives much valuable advice to teachers. Mr. Bland's book is directed to the user of print, particularly to those who want to know more about the various processes of pictorial reproduction, past and present.

THE SPHERE OF TRAVEL

The Lure of Europe's Winter Sports

A SPECIAL PICTORIAL SECTION DEALING WITH SOME OF THE LEADING RESORTS IN SWITZERLAND, NORWAY AND FRANCE, AND SOME OF THE ATTRACTIONS WHICH THEY NOW HAVE TO OFFER

THE WINTER BEAUTY OF THE FIR AND LARCH WOODS WHICH RISE ON THE SLOPES ABOVE DAVOS : Davos is one of the oldest winter-sports resorts in Switzerland, having seen its first winter guests in February 1865. Since then it has developed into a flourishing tourist town with wide streets lined with hotels, spa establishments, attractive shops, and many private houses. Davos enjoys a big sunshine record with intensive radiation of ultra-violet rays.

A DOWNHILL RUN AMID THE UNRIVALLED SKI-ING COUNTRY ROUND DAVOS : The wonderful Parsenn snowfields at Davos are reached by the Parsenn Cable Railway, which has stops at 7,268 ft. and 8,732 ft. For skating enthusiasts there is the famous rink at Davos Platz, the scene of the world and European skating championships. It is the largest in Europe and consists of 7½ acres of glistening ice.

CLIMBING UP TO THE WEISSHORN AT AROSA : A party of skiers following each other up the track through the crisp snow. Arosa has a wide range of ski-runs between two and six miles in length, and it is one of the most attractive and well-organised winter-sports resorts. It stands at an altitude of about 6,000 ft.

THE GLORIOUS PANORAMA AT GSTAAD, A NOTED RESORT ON THE MONTREUX-BERNESE OBERLAND RAILWAY : Towering above the wide green basin of the valley are fir and pine woods, and in the background is a chain of snow-peaks. There is a Swiss ski school at Gstaad.

THE SPHERE OF TRAVEL

Switzerland, France, and Norway All Attract the Winter-Sports Enthusiast

WHERE TO GO, WHEN BEST TO GO, AND HOW LONG TO STAY

NORWAY—SKI-PRINTS IN THE SCANDINAVIAN SNOW: An unusual photograph taken amid the ski-ing fields.

FRANCE—A WIDE AND EXCITING AREA FOR SKI TOURS: The slopes round Chamonix-Mont Blanc, the leading winter-sports centre in France. For the skier there are over fifty descents, ranging from 3,500 ft. to 8,000 ft., and expert and novice alike will find unlimited scope for activity. There is a network of aerial railways to assist the skier.

FRANCE—THE CABLE RAILWAY FROM MONT D'ARBOIS AT MEGÈVE, IN THE HIGH SAVOY: Megève is a great centre for ski-ing, bobbing and lugeing. The ski school is one of the largest in Europe, giving expert tuition. Megève itself stands at 3,650 ft. The Mont D'Arbois stands at 6,100 ft., and the Croix Dessoles is at 6,600 ft.

FOR sheer exhilaration, excitement and good fun there is, indeed, nothing to compare with a winter-sports holiday; and there is probably no other kind of holiday which is looked forward to with more enthusiasm, although only those who have experienced that rapid change from a raw, cold day in our British winter to the bright, clear sunshine and keen mountain air can really appreciate the thrill created by the words "winter sports," or can visualise the wondrous effect which a couple of weeks in the sun and snow has upon not only the bodily, but also the mental vigour of its devotees.

Given good health and an average disposition, it matters little whether the ski-ing novice is six or sixty so do not let your age possibly deter you from making a start. With that point made clear, it is then very much a matter of knowing what conditions are to be expected and being more or less prepared for them.

These conditions embrace such questions for the beginner on where to go, when best to go, and for how long, how to go (travel arrangements), and matters dealing with costs, clothing and equipment.

This article deals with Switzerland, France and Norway, all of them first-class for winter sports.

More important than the choice of a country is the selection of the actual resort, for it is highly desirable that you go to some place which is suited to your needs. I think, for instance, the novice would be best advised to avoid the fashionable (and expensive) resorts, and rather select some quieter centre, but one which has a good range of ski-ing facilities. At the same time care should be taken regarding altitude. If a place is too low, snow conditions are likely to be uncertain. If it is too high, all sorts of disorders may attack you before you get acclimatised.

Generally speaking, it will be found that from 4,000 to 6,000 ft. few people suffer any serious discomfort, and that in a normal winter good snow conditions are assured.

A maximum of sunshine is another most desirable requirement, for it is a dreary matter to find your hotel in darkness at breakfast and at teatime. Resorts lacking in sunshine naturally do not advertise the fact. But you should make yourself quite clear on this point.

Training facilities for novices is yet another matter that will concern you, and to assist you in your choice some recommended resorts in the three countries are given at the end of this article.

Christmas, New Year and Easter are the peak periods at winter resorts, and it is at these times that the various social and sporting events are at their height. Prices are usually raised, while the hotels are crammed; in fact, in many popular centres they are already fully booked up. In any case, the best snow is usually to be found from mid-January onwards, and as the days get longer there is more sunshine. In Norway, the best months are February and March, even April, for this is the land of long mid-winter nights.

Although seven- and eight-day winter-sports holidays are advertised by various travel agents these are not to be recommended, especially for the beginner. It takes at least a week just to learn how

to ski, and it is only after this period of tuition that you begin to enjoy the sport itself. Make it, therefore, a clear fortnight at a resort—a longer period, of course, if the purse will stand it and time allows. After all, the chief item in your travel budget will be the cost of your ticket.

Next we come to the important matter of how best to go. Without a doubt, the person who does not know the ropes is strongly advised to travel under the ægis of some reputable travel agency *which specialises in winter-sports holidays*. Such an organisation attends to all the details, which are numerous.

Quite apart from the actual price of a winter-sports holiday, some would-be skiers may be concerned at the possible cost of clothing and equipment. Certainly, if you patronise one of the fashionable stores you can spend quite a lot on your kit, but this is by no means essential. The following should be considered as absolute essentials for skiers only, while skaters will need one or two additional items.

A Pair of Ski Boots.—In some resorts these can be hired, but this course is not recommended. A good pair of boots will last you for years, and they can be bought for just over £4. Soak them in oil thoroughly and break them in.

A Ski-ing Suit.—This should be made of snow-proof, but *not* waterproof, material. Gaberdine is quite good, and the jacket should have a hood. Riding breeches and long puttees, or trousers and short puttees, according to taste.

Mitts and gloves, sweaters, a warm muffler, heavy underwear, thick socks and stockings, a rucksack (for carrying lunch, etc.), a waterbottle, a strong pocket-knife, a whistle, a pair of tinted spectacles, a torch, and two small straps (about 12 ins. long) for keeping skis together when carrying them, are other necessary requirements.

Most beginners will be content to hire skis at a resort, rather than go to the expense of purchasing a pair. The cost is modest, and in certain tours it is part of the inclusive price.

Finally, here are a few brief notes on some recommended winter-sports resorts in Switzerland, France and Norway. They may help you in deciding where you would like to go.

Switzerland.—No country in Europe excels Switzerland in its tourist efficiency, especially in winter sports. The four main areas recommended for such holidays are the Engadine, the Valais, the Bernese Oberland and Central Switzerland. In the Engadine, Davos and Flims (with Lenzerheide a runner-up) are my first selections. The famous rink at Davos-Platz, scene of the World and European Skating Championships, is the largest in Europe—7½ acres of glittering ice—where world champion and novice have plenty of scope. Ice hockey is very popular here, and there are excellent facilities for tobogganning. There is a wide range of hotels, and there is wonderful ski-ing country. Flims, too, has much to offer, while I regard it as the most beautiful holiday resort amidst the mountains of the Grisons.

In Central Switzerland, Engelberg, lying in the entrancing "Valley of the Angels," and Andermatt, with its open, surrounding country, can both be strongly commended for ski-ing enthusiasts of all levels of skill. In the Bernese Oberland, my choice would be Grindelwald, with some of Switzerland's finest ski-runs and a particularly bright friendly atmosphere, and picturesque Adelboden, with its long hours of sunshine and facilities for endless excursions. In the resorts mentioned there are all the required winter-sports facilities, including ski-ing schools.

France.—By far the best winter-sports area in this country is in the French Alps. Here you are most certain of finding first-class snow conditions. Chamonix offers every kind of sport and social amenity, and accommodation at reasonable prices is available, for the fashionable crowd has now moved to Megève. But if you like a smaller resort, then there is nearby Les Houches, and not far off Les Contamines. I like them both. While, lying almost on the Italian frontier, is Val d'Isère, a high-altitude ski-ing centre and very popular with British visitors.

In the Dauphiny Alps the main resort is l'Alpe d'Huez, magnificently situated and another great favourite of the British; it is a worthy rival of the best of the more northerly resorts. Montgenèvre, reached by road from the old fortified town of Briancon, enjoys excellent snow conditions and the sun begins to develop a truly Mediterranean warmth.

These then are my French recommendations. Perhaps the worthwhile factor favouring a holiday in French Alpine resorts is their accessibility.

Norway.—In this northern country, the world's ski experts are born—practically with skis on! Of the resorts, Geilo, on the Bergen-Oslo Railway, and Lillehammer, in the Gudbrandsdal (reached by rail from Oslo), are the most popular. Both these places are Winter-Wonderlands.

For those who have to consider cost, Norway certainly has the lead over Switzerland and France. Most of the winter-sports hotels have been built in the heart of the best ski-ing areas—miles, in some cases, from the nearest town, and therefore equipped as self-contained entertainment centres where the long evenings can be enjoyed in the real holiday spirit.

Gordon Cooper

NORWAY—THE WINTER BEAUTIES OF THE NORWEGIAN SCENE: Skiers on the slopes at Stalheim, in the Brekkedal Valley. From December until April the mountains offer excellent conditions for every kind of snow sport, while ski-ing continues well into May in some parts of Norway, snow conditions seldom deteriorating until the last days of the season.

NORWAY—ON THE SLOPES ABOVE THE GOLAA HOTEL AT HARPEFOSS: This part of the ski-ing fields is equally suitable for novice or expert. Harpefoss is easily reached by rail from Oslo. The hotels there are situated at an altitude of just over 3,000 ft.

SWITZERLAND—HARE AND HOUNDS ON THE SKI SLOPES OF AROSA: This dramatic picture epitomises some of the exhilaration of ski-ing amid the rarefied atmosphere upon the roof of Europe. Arosa's delightful position at the head of the sheltered Plessur Valley and sunny winter climate have made it a most popular resort.

THE SPHERE OF TRAVEL

The Secret of Enjoying Winter Sports

Some Hints on Taking a Holiday in Switzerland

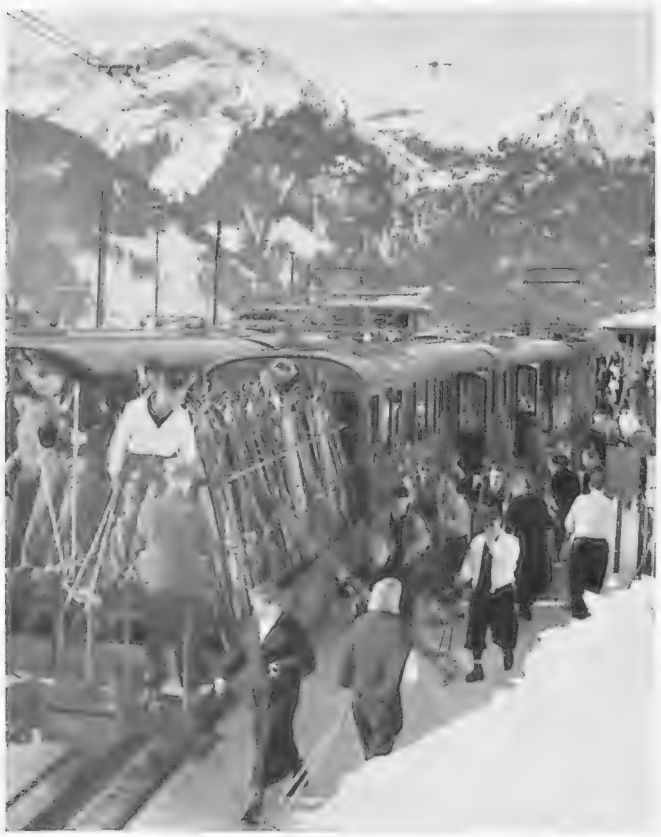
IT is not expected that the reduction of the foreign travel allowance to £50 will greatly affect the number of those who have plans to go to Switzerland for a winter-sports holiday; for the rising prices of recent months tend to make £50 the limit of holiday expenditure for the majority. In fact, the average tourist used only £42 of his allowance during the summer.

The reduction, however, will doubtless increase the number of travellers accepting one of the inclusive-rate schemes which arrange the holiday for less than the new allowance. The sum covers return travel expenses, paid in English currency, and hotel expenses, taxes and gratuities deducted from the foreign travel allowance. The balance of this must meet all other needs in Switzerland, chief among which are hire of equipment, local funicular and ski-lift fares, afternoon tea, drinks and baths. This can be done, even with the rate of exchange at 12 francs to the £1, without spoiling one's enjoyment. It has been done by most winter-sports enthusiasts for the last five years, and economies are less irksome when everyone is practising them.

Members of the Ski Club of Great Britain making use of the Club's arrangements to travel by charter plane or in parties by rail, enjoy a considerable saving in the cost of fares.

For skiers who can choose the date of their holiday, probably February is the most attractive month.

THE SKATING AND CURLING RINKS AT WENGEN: This resort stands on a sunny plateau high up in the heart of Oberland, with the Lauterbrunnen Valley far below and the Jungfrau soaring above. The Wengernalp and the Jungfrau railways provide the skier with access to varied downhill runs.



RUSH HOUR ON THE FUNICULAR: An everyday scene on the Bernese Oberland railway at Wengen at the height of the winter season. The picture shows the neat method of packing the skier's equipment.

Days are longer, sunshine stronger, snow more assured than in December. Skaters and curlers mostly prefer January, when usually the condition of the ice-rinks is at its best. A sunny February sometimes means the closing of rinks during midday hours, due to thawing. There is also a case for the adult unaccompanied by children to choose after Christmas for his holiday, even after the school holidays are over, for during these weeks, naturally, the sports programmes and ballroom entertainments are organised primarily for the youngsters. Evening indoor entertainments are, of course, an important feature at the principal hotels in all the more popular resorts. Visitors staying in small hotels are invited to join in the fun and gaiety on payment of a few francs entrance fee.

Some centres offer a greater variety of sports than others. Engadine resorts are particularly attractive in this respect, with opportunities for bobbing, tailing and ski-jöring.

"What about accidents?" asks, or thinks, the skier whilst making his plans. There need be no greater risk of these for the ordinary winter-sports visitor than in any other strenuous sport if certain precautions are observed.

For instance, conditioning the muscles used in ski-ing and hardly at all in other sports, before the holiday starts, is a wise insurance against strains and sprains; realising that there is a technique in falling helps to prevent one collecting bruises; and the sensible adjustment of bindings and use of one of the safety devices are safeguards against fracturing a limb.

Those who must do their training at home might try the following: for knees. Stand erect, feet parallel and about 6 ins. apart, arms raised forward. Sink into deep crouch, knees to chest, without bending forward from the waist, and rise again quickly. Repeat several times in succession. For knees and ankles as used when edging the ski: feet slightly apart, knees relaxed, body upright and still. Edge the feet, bending both knees and ankles to the right and then to the left. Also stand in stemming (snow-plough) position and edge the feet inwards, with knee bending. For walking on ski: feet together and knees relaxed; arms bent as if holding sticks. Slide the right foot forward, keeping it flat on the ground; weight on this foot. Bend and straighten the knees three times; do not hollow the back. Then slide the left foot forward, transferring the weight on to it, and repeat knee-bending. Continue the exercise round the room. Jumping exercise for suppleness and jump turn: knees, legs and feet together. Swing the arms backwards and bend the knees; swing the arms forward and jump with the knees locked together and toes turned upwards rather than pointing downward. Try to pull the knees up to the chin. Land lightly in a deep crouch, feet flat on the ground, shoulders, arms and weight forward.

The secret of falling without hurting yourself is to fall relaxed. When the balance is irrevocably lost, endeavour to fling the knees and ski together—then relax completely, no matter if you roll over or slide a yard or two down the slope. That does no harm, and if the ski are parallel you are in a good position to rise quickly.

The Kandahar binding in general use now and fitted to hired ski is usually adjusted so that the heel is clamped to the ski. This is helpful to the expert doing high-speed turns, but a snare to the great majority of us at the beginning of our holiday, when a common fall is the forward toss over the points of the ski. To avoid serious injury when this happens it is essential that the heels can rise freely from the ski. Therefore, skiers should firmly refuse all inducement of school instructors and others to fix the binding.

The wise novice starts his or her ski-ing career by attending ski school. Instruction is standardised and ski-ing learned in a short time.

The skier primarily interested in touring will study snowcraft. Incidentally, everyone should know which of the home slopes are liable to avalanche after a heavy snowfall. On tour, cross doubtful slopes as high up as possible and cross one at a time. After fresh snow avoid cornices and overhanging slabs of snow. Learn to recognise the different types of snow, and the effect of sun and wind on north and south slopes. Such knowledge is helpful in choosing a line across country, and develops an instinct for discovering those glorious slopes of perfect hard snow and gullies of untrodden powder snow.

Perhaps the finest moments of all are those when, in company with others of like pursuits or ski-ing standard—never alone on ski—one leaves the rush and hubbub of the beaten track and seeks out the untrodden spaces. There, in a world of sparkling snow, surrounded by the age-old mountains, one senses a spirit greater than all pulsating through the stillness, and one absorbs strength, courage and calmness to take back to the workaday world.

C. H. Falcon

ABOVE ADELBODEN, THE RESORT HIGH UP IN THE OPEN ENGSTLIGEN VALLEY: Adelboden lies opposite the string of Alpine peaks from the Elsighorn to the Wildstrubel. There is an admirable ski school for beginners at Adelboden. Skating, ice hockey and curling are well catered for there with large, well-kept rinks.

TIME IS THE ART OF THE SWISS

Lives depend on his watches!

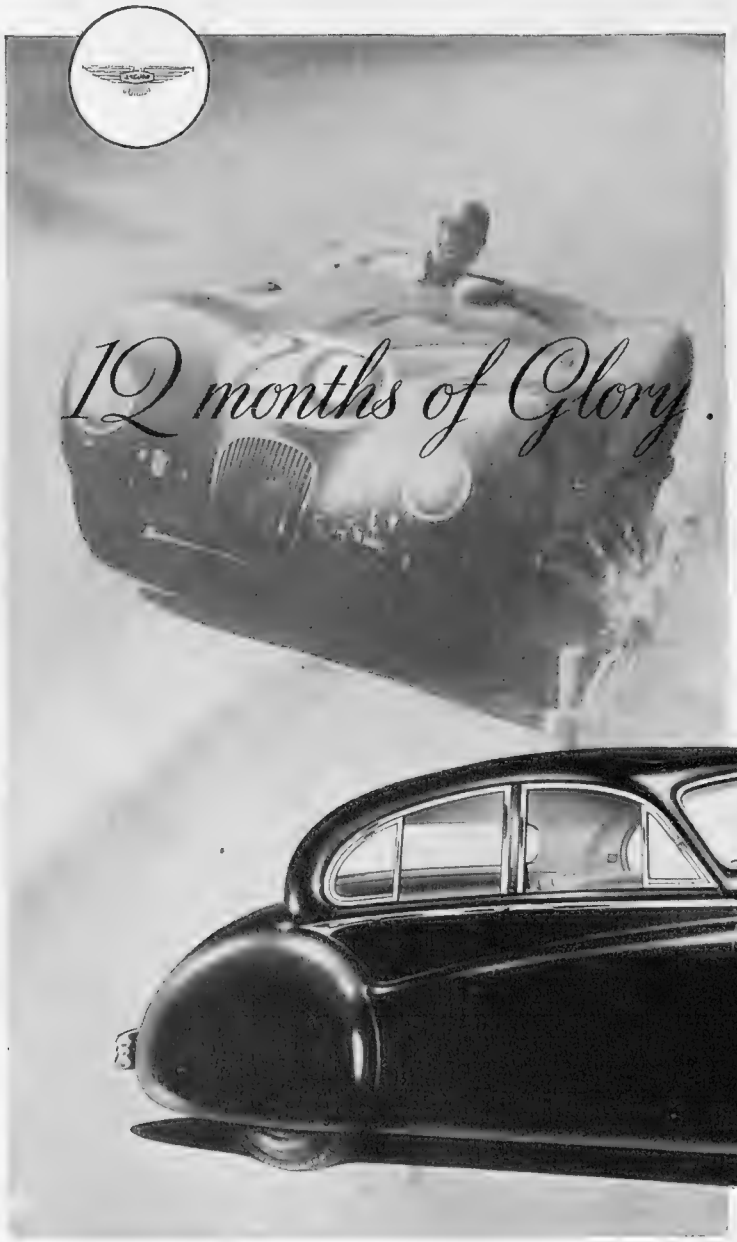
As Switzerland must import most of her raw materials, she must export workmanship—finished products—if she is to survive.

This is why Swiss watchmakers *have* to be carefully trained. *Have* to keep alive a father-to-son tradition by constant invention. *Have* to make better watches than other people.

Ask your jeweller to show you his choice of fine Swiss jewelled-lever watches. He will help you to get the best value for your money and afterwards keep your watch in good order. It's to his interest!

★ *Fine Swiss watches can be bought from all good jewellers. To keep your watch always at top-level performance, consult the repair expert at your jeweller's. No one else is so competent to give your watch the professional care it deserves.*

The WATCHMAKERS OF SWITZERLAND

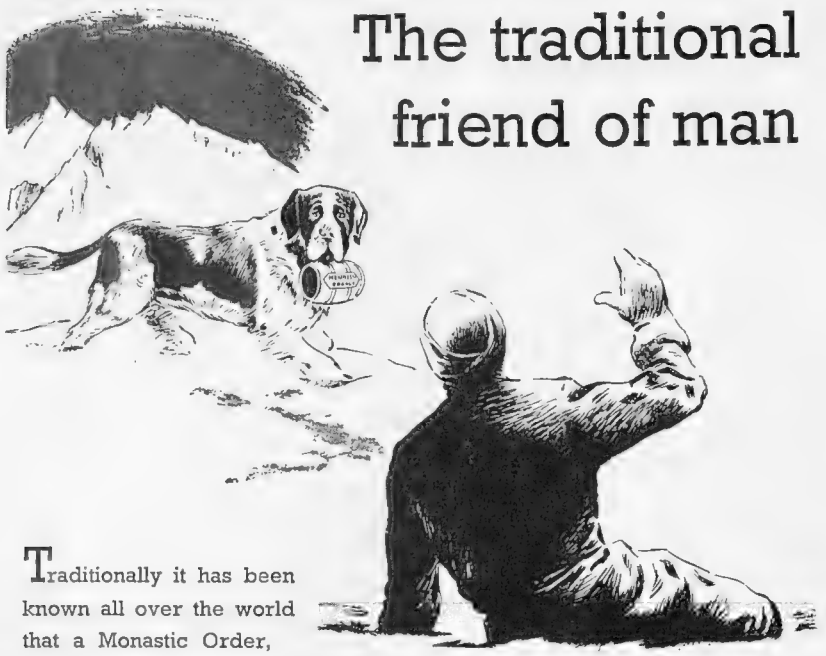


Since the debut of the Mark VII Jaguar at the 1950 Motor Show, time has shown how well it merited that first sensational acclamation. In the same 12 months the Jaguar XK has dominated the international motoring scene, gaining success in no fewer than 12 major events, including the Le Mans 24 hour race—the first British Car to do so for 16 years. Jaguar are proud of this year of great achievement and of the generous tributes paid to their cars by press and public throughout the world.

JAGUAR

...Grace..Space..Pace

The traditional friend of man



Traditionally it has been known all over the world that a Monastic Order, living in the High Alps, had for many generations placed its trust in the intelligence and courage of the St. Bernard dog to track down and bring succour to travellers lost in the snow, the dog carrying Brandy in a barrel round its neck. No one can know how many lives this combination has saved.

★ *How appropriate is the association of the St. Bernard dog and Hennessy Brandy . . . the faithful dog that accomplished his errand of rescue and the brandy that never fails to hearten and revive.*

HENNESSY

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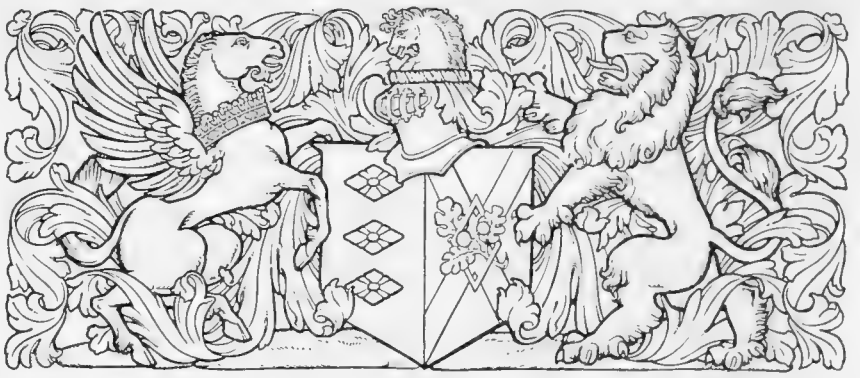

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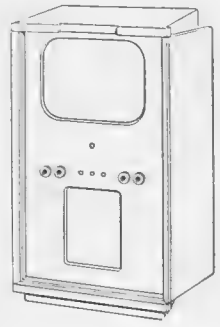

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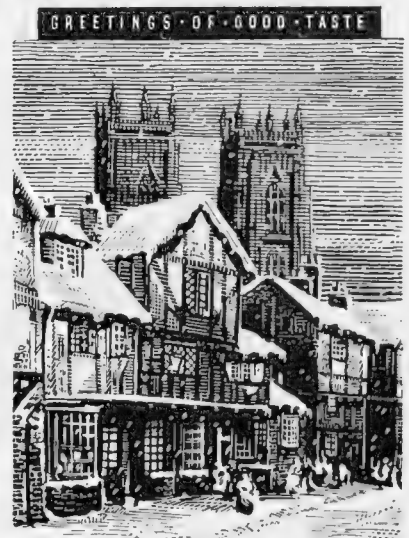

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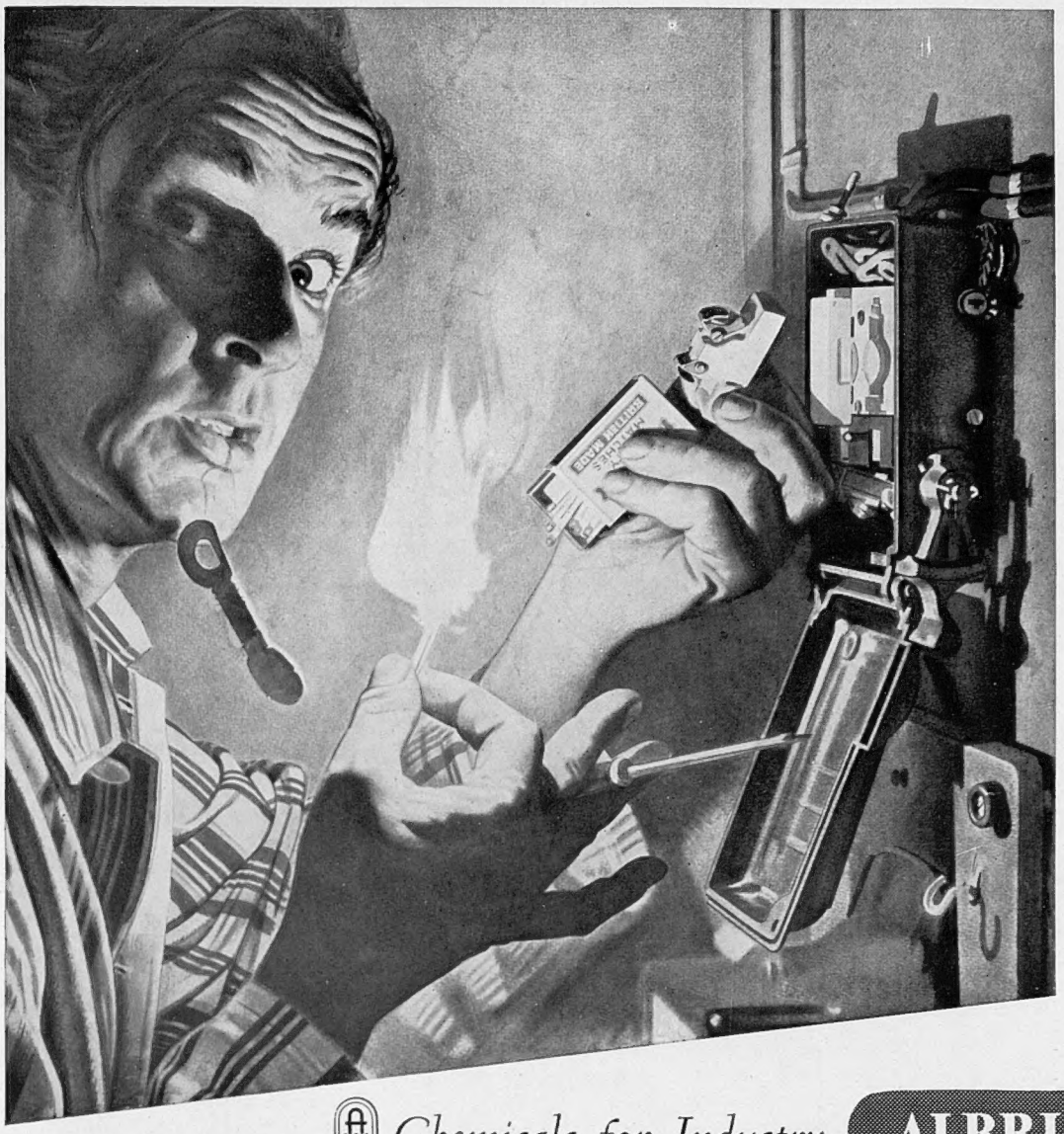

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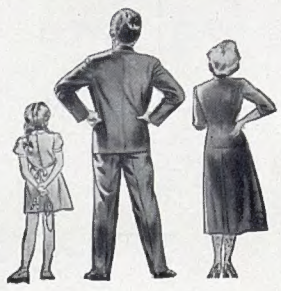

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